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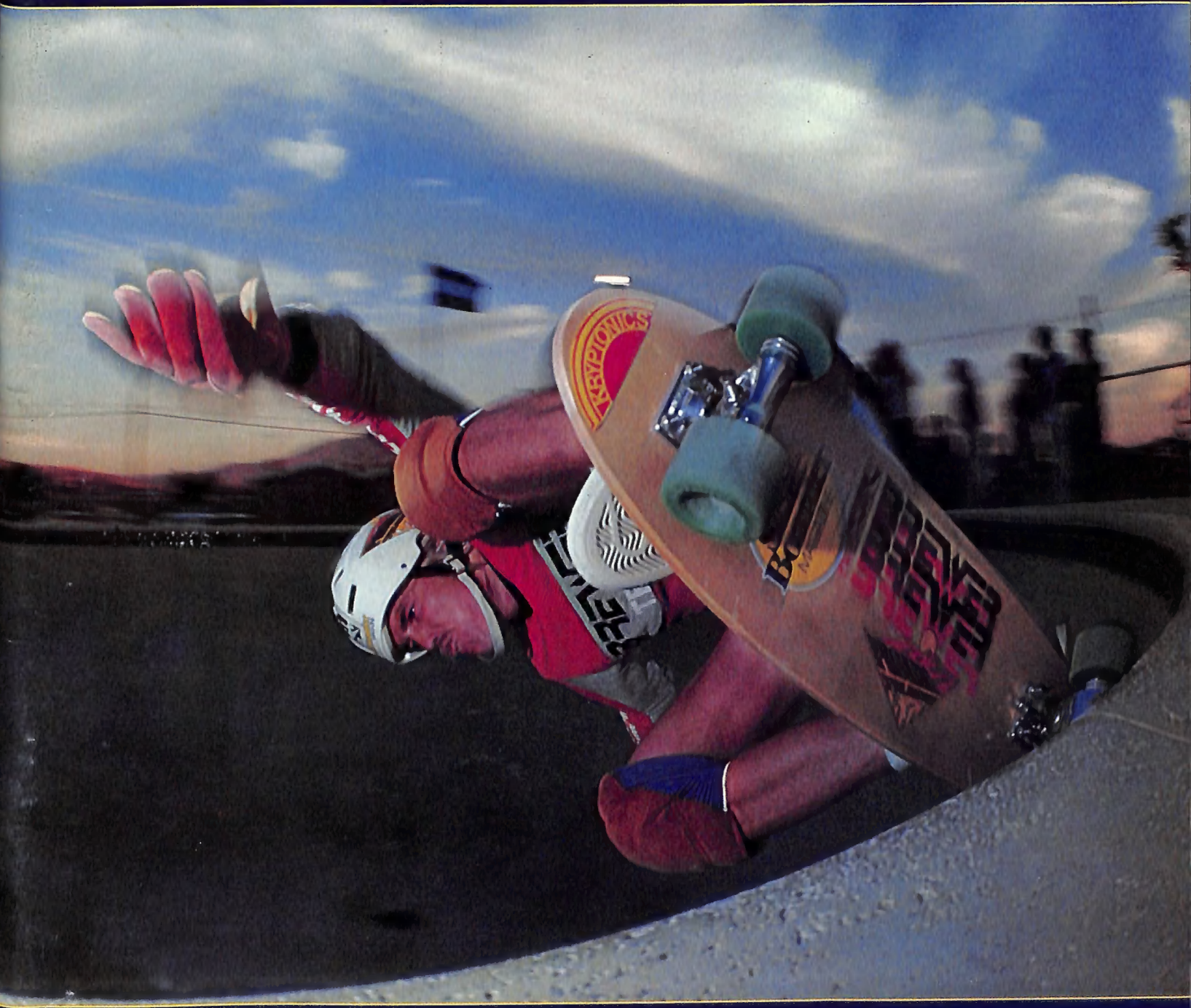
CDC 00142

SkateBoarder

FEBRUARY 1978 VOL. 4, NO. 7 $1.25

INTERVIEW: BOBBY PIERCY

"My skating, surfing and dancing help my love life..."



THE DANCE

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10 NEW SKATEPARKS

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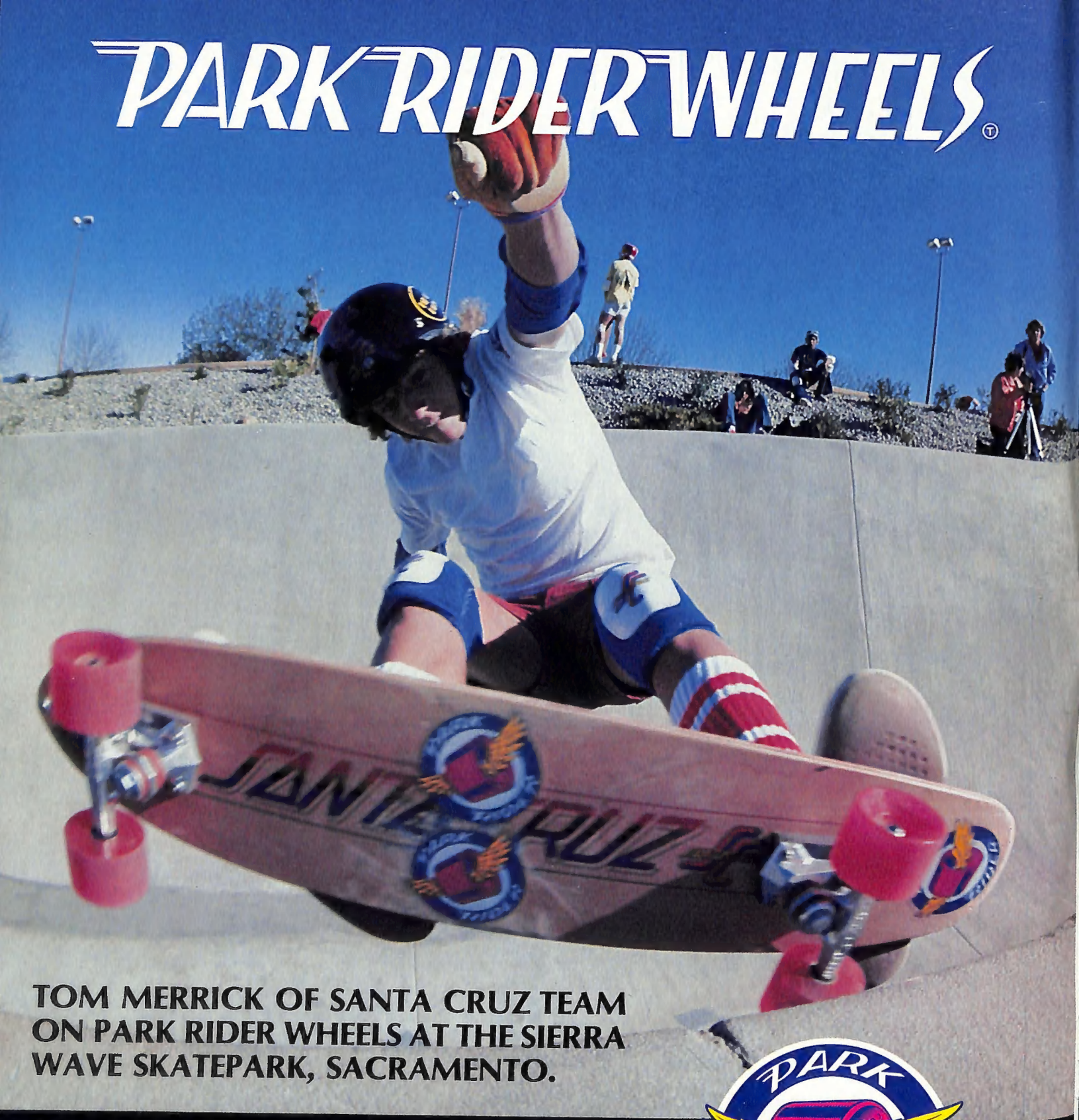

TOM MERRICK OF SANTA CRUZ TEAM ON PARK RIDER WHEELS AT THE SIERRA WAVE SKATEPARK, SACRAMENTO.

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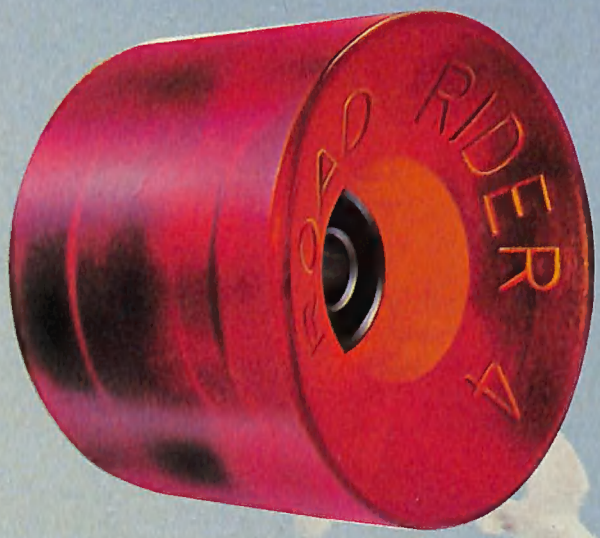
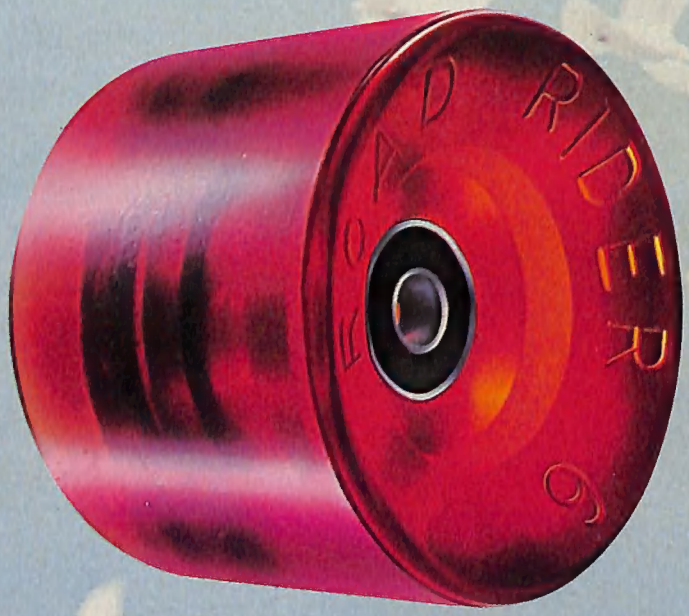
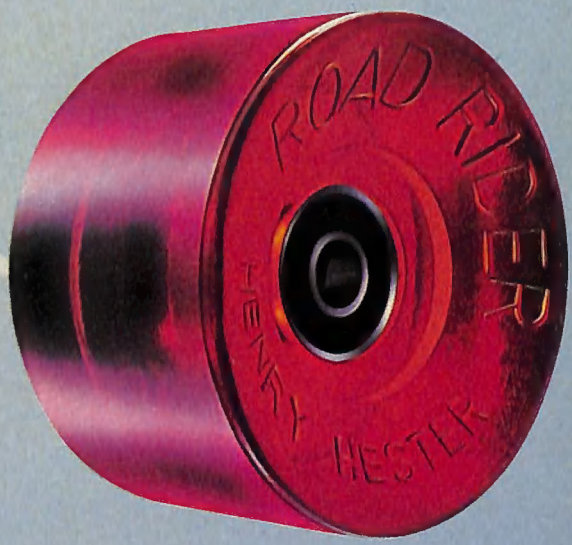
ROAD RIDER WHEELS®







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Doug Saladino

"Pineapple" at Spring Valley, Ca.

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SkateBoarder

VOLUME 4, NUMBER 7 FEBRUARY 1978

ON THE COVER: *The exciting and versatile Bobby Piercy, applying pyschic strokes in the pool riding arena at Spring Valley, presently still the focal point of Southern California's progressive pool energies.*

CONTENTS: *Sharp kick to a dull medium. "Our boy," Tony Alva, recycling pulp. Photo: Glen Friedman*

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Photo/Medeiros

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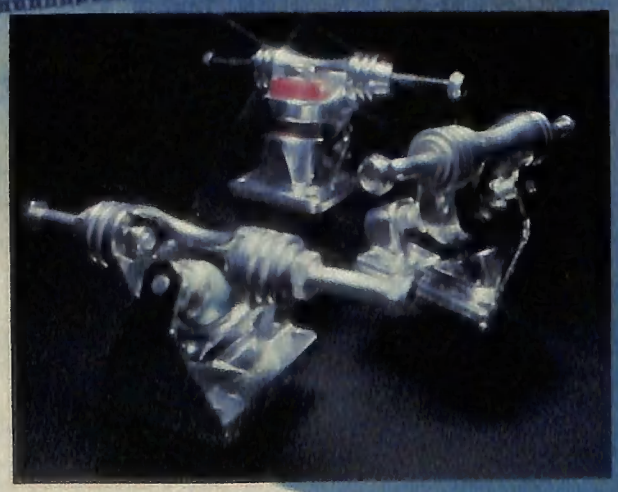

Photo by Glen Friedman
at Skateboard Heaven Skatepark
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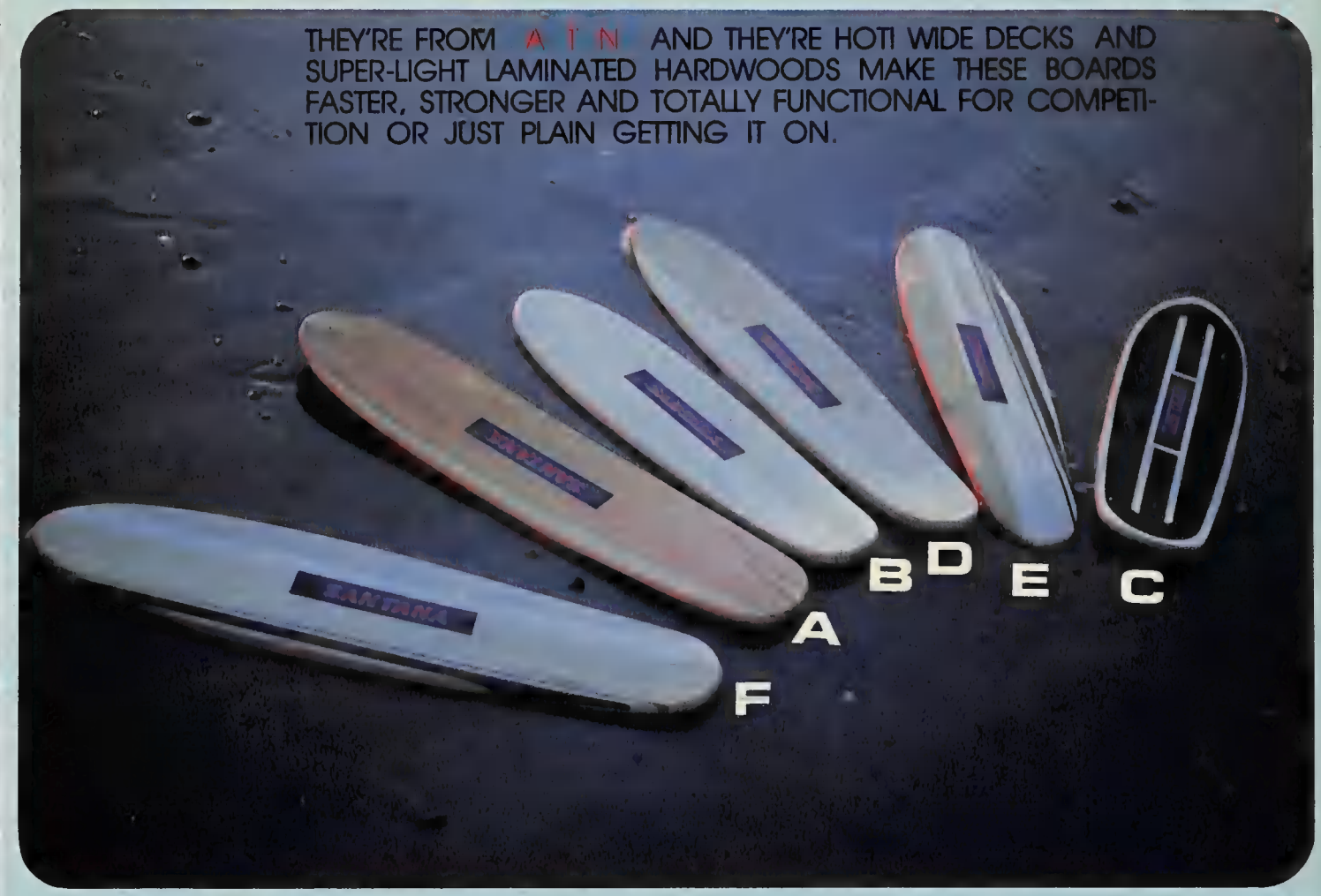

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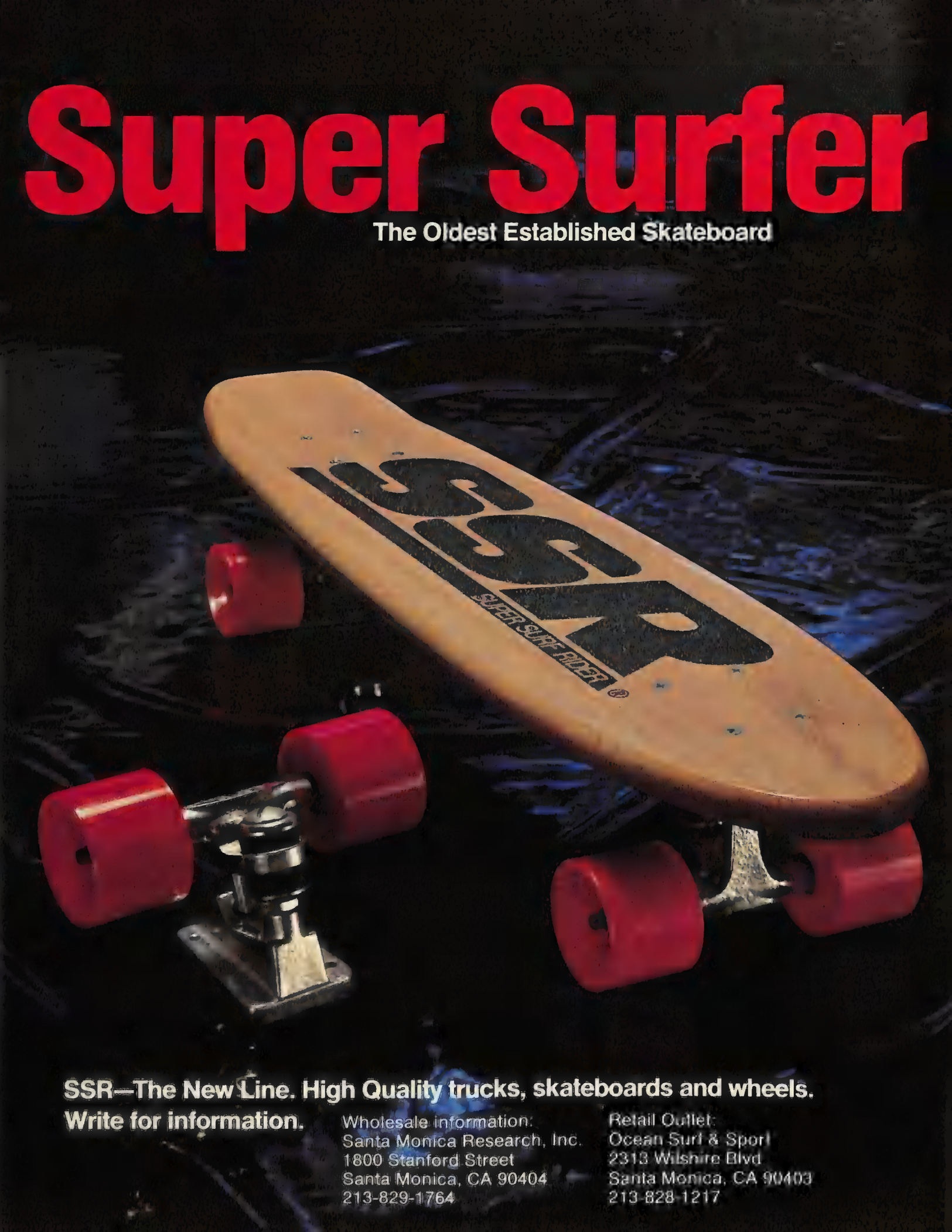

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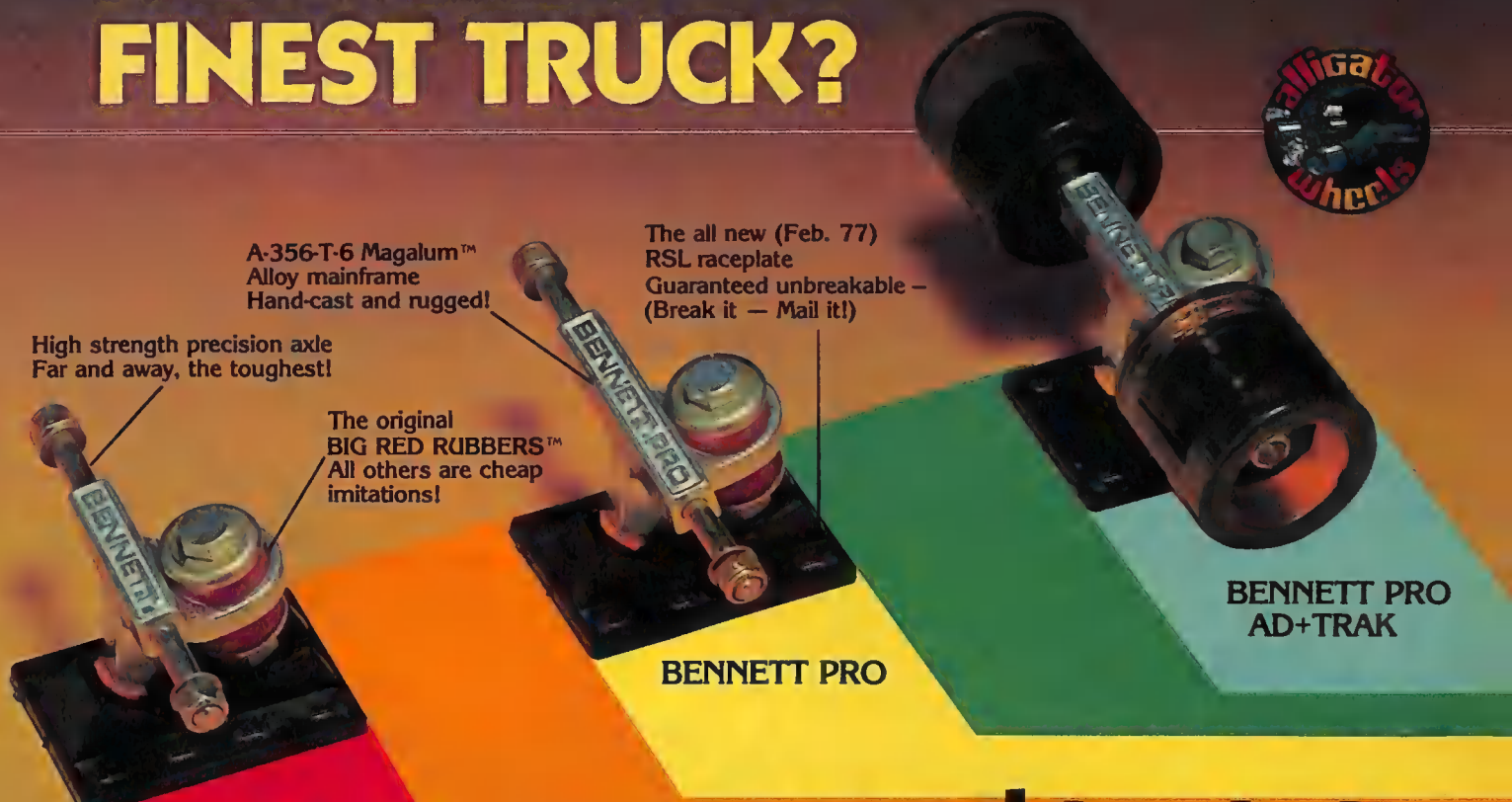

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FIVE MAG MAN

Is one issue enough?

My friend buys five issues of SKATEBOARDER Mag each time a super rad mag comes out. He uses one to read and save for future reference. One is to cut out highly radical pictures of Jay, Tony, Wally, Waldo, Stacy and the rest of the super rad gang SKATEBOARDER Mag covers. Sometimes he will buy two mags to cut out pictures if there are pictures that he wants on both sides of a page. He buys one to take to school and blow everybody away. He gets a kick out of blowing people away; he says they're literally airborne. The fifth mag he gets is for, now get this, drawing mustaches and beards, cutting out people's heads and gluing them on other people's bodies, etc. That really stokes me. I mean, can you imagine Jay Adams' head on Laura Thornhill's body with a 19" GT Poly Spoiler board? My friend was so stoked over Vol. 4 #3 that he bought ten issues. That's his record so far, but his goal is fifty. Personally, I think he's crazy.

Doug Propp, New York, NY

I really like your mag. I've compared your mag with those other ripoff, ragtime, so-called mags with their semi-rad pictures. Yours won by far with me. Keep up the good work.

Jimmy Stringer, Atlanta, GA

One of the best little highs I get off on is pulling the brown wrapper off my subscription mag and freaking out on the stuff these guys pull off on the cover. I then stash myself into a room, plug in some Sabbath or Robin Trower, and read, study, evaluate and analyze every inch of paper in that magazine of yours. I swear to you, SKATEBOARDER (and bloodbrother, SURFER) Magazine blows me away with that photography, son!

Kevin Smith, Monroe, LA

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Robin Logan, the fast rising freestyler of the Logan Earth Ski Team, is seen getting down at Skateboard World in Torrance on her new Dura-Lite Earth Ski model. 29" long, 7" wide with an oval shaped kick-tail.
Laura Thornhill, long established freestyle innovator, practicing her lipslides at Skateboard World on her new Dura-Lite model from Logan Earth Ski. Laura's new model is 28" long and 7½" wide with a square diamond kick-tail.
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NO TRICKS

I'm writing to tell you about my father. Ya see, he's a little skeptical of things. We were talking one night in the car about boardin' and he honestly thinks that your mag is phony. He said that you use trick photography 99% of the time just to sell your mag (not that you need to, anyway). I tried to explain that there are guys that can do that stuff without trick photography or wires. He doesn't really believe that I'm into skatin' as much as I am. Ya see, I just got back from three years in England (where I hadn't hardly heard of a skateboard, let alone how to ride one) and found most of my friends into it. So I got a board and tried it and I liked it. Now we spent over $150 on boarding equipment. Well, anyway, could you set my father straight once and for all about your mag.

Louis Lower, Clarksville, MD

THE DATING GAME

Skate Post is one of the hottest skateboard columns I have ever read, but in the last issue (Nov.) of your magazine, there were many letters wanting to know addresses of different boys and girls or how they can meet this person. The Skate Post is a good column in the magazine, but some people are trying to make it into a dating service.

Andy Ellis, Springfield, MO

Can I see more pix of Edie Robertson, Laura Thornhill and a "Super Fox" by the name of Fabiana Duclos? That guy who didn't know the difference between "Wally" Inouye and the "Pipe Wizard," Waldo Autry, better give up skateboarding while he's ahead!

Paul Herman, Sacramento, CA

This letter is dedicated to the guys who go to the Gaithersburg, Maryland, skatepark. I'm also stoked over all the fine guys with blonde hair and brown hair there. I'm 15 and love skateboarding and surfing. Please give me and thousands of other girls more pictures of those foxes in Maryland. Write back to me in SKATEBOARDER if you read this letter.

The girl surfer, San Francisco, CA

SKATEBOARDER Magazine is so stoked out that they should make it a weekly magazine. And they should also put some more foxy chicks in like Edie Robertson, Ellen Oneal and Jana Payne.

The skatecat of Lakewood, Mike South

TOTAL EXPOSURE

Wow! Your mag keeps on getting fatter and fatter. Pretty soon it will be as fat as PLAYBOY Mag. Speaking of PLAYBOY . . . it sure would be great if you could have a playboy and playgirl type section with kids skating in the buff!

Skate Cadet, Walpole, NH

A GOOD BET

First, you know how everybody (skaters) in Modesto calls Modesto "Dog Town." Well, up here (Grass Valley), we're known as "Cow Town Riders;" and

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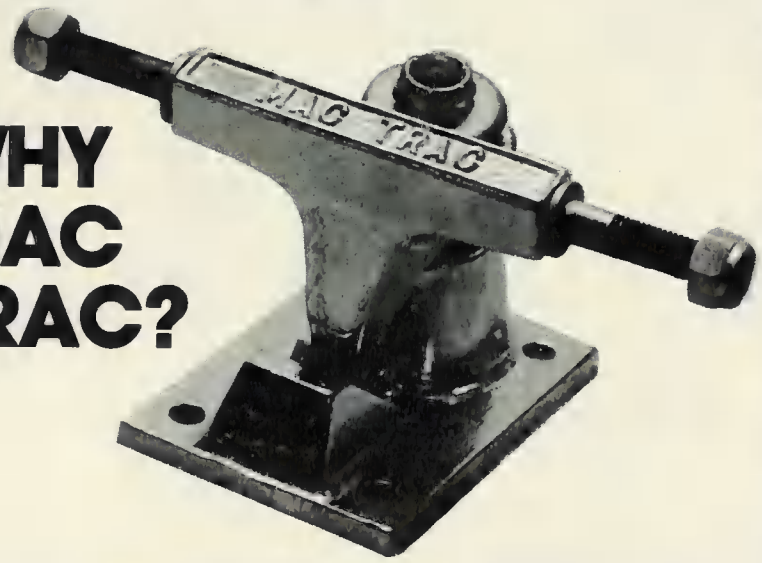

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everybody knows, cows can kick dogs.

Second, you know how you are always putting in photos of kids we've never heard of? Well, if you'd put it in your mag an issue or two before that you're doing it, we'd get our act together and send a photo or two.

I bet my friend ten bucks that you would put this in your mag. Please do!

Scott Allen, Cowtowner

"Please send photos." Editor

A BAD BET

To whoever answers these letters in SKATEBOARDER, just a few words before I go rip the legendary Jamul pool. I would like to see you guys print more pool shots. Since I very seldom do more than look at the pictures, I have no use for your fan mail section; but please try to print my letter since I have a five dollar bet that you guys will print anything that comes.

No name, San Diego, CA

"Due to the hundreds of letters we receive each week, we don't have room to reprint them all. However, due to the sporting nature of your request, we decided to help you out. Unfortunately, since you neglected to sign your name, you may have trouble collecting your bet. Best of luck." Editor

MISSING IN ACTION

I miss the Dogtown article in every issue; it always had some good pics. I hope you recontinue the D.T. articles. I think more people like D.T. skaters than dislike them.

Bailey Webb, J-ville, NC

I can't believe it—two whole issues of SKATEBOARDER and not one article by John Smythe or any ultra-radical photos by C. R. Stecyk III. Let's see more articles by them in the near future.

R. O. Denthare, Houston, TX

"We're working on it. At the present time, Smythe and Stecyk are on assignment down Amazon River way. Preliminary reports tell of vertical drops, giant slides, jungle bowls and stoked natives." Editor

IT'S A DOG'S LIFE

Hey. We know SURFER does articles on surf dogs, so why don't you do an article on skate dogs? You know, Scruggs, Pierre, etc.

Da Bonze, La Mesa, CA

NOT THE BEST

This letter is to tell you that New Jersey has some hot skaters. We are not the best freestylers, slalom racers or bowl riders; but we *are* the best at keeping quiet about who the best skaters are and where the energy is. So this letter is to tell you that New Jersey skaters are *not* the second best in the world, and we think that no other state is in the position to say they are.

Mike N., NJ

THE BEST

A lot of the people from the East Coast think they're really good, but California has the best skaters around.

Dan Henderson, Blue Springs, MO

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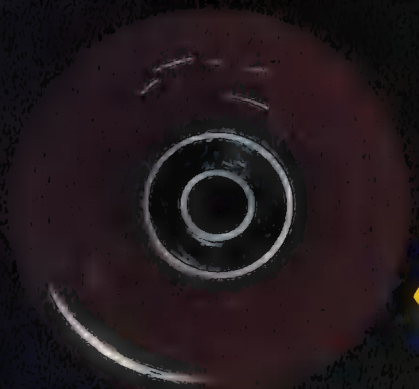

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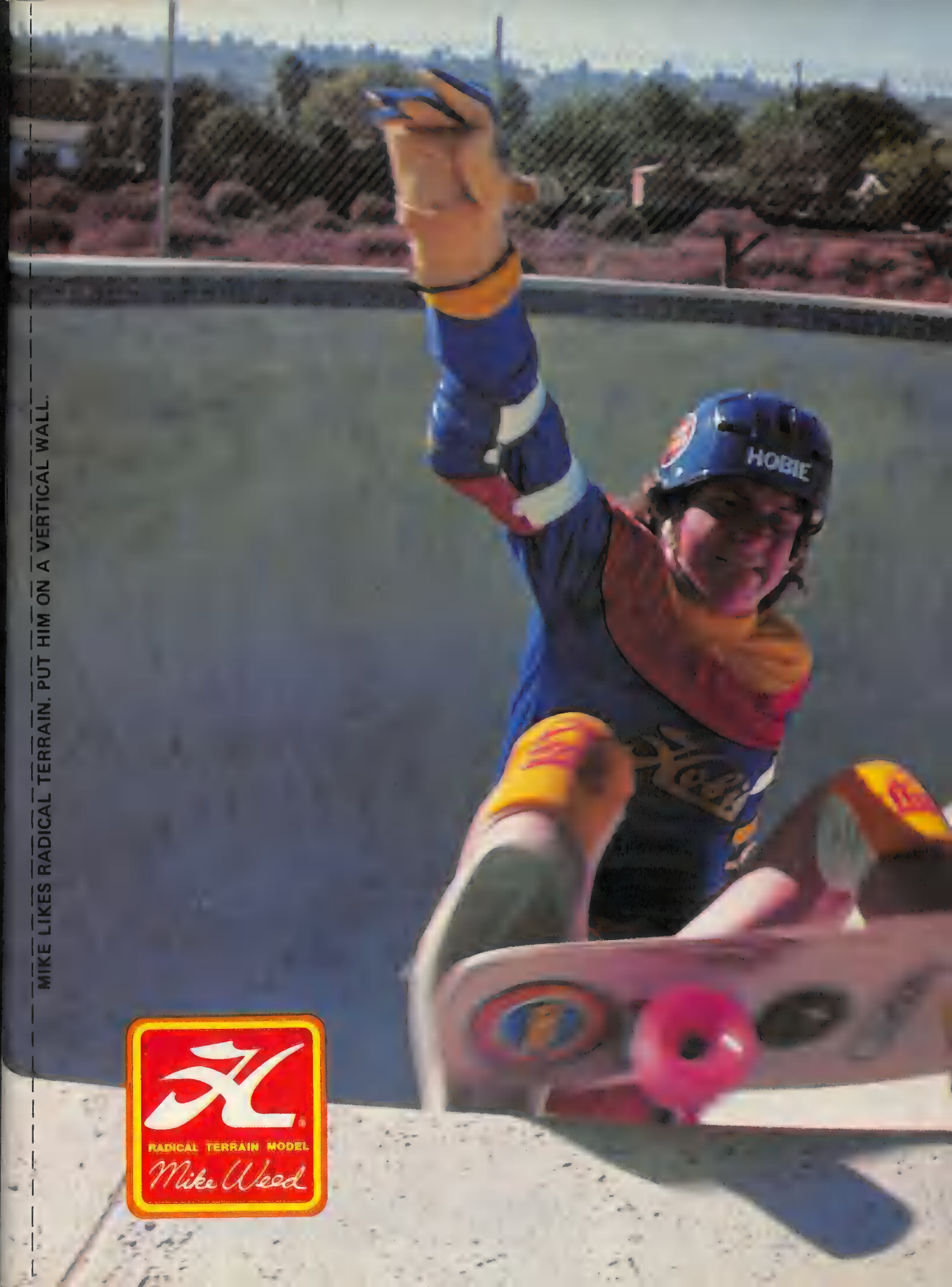

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THE FUNCTION OF HIPS IN SKATEBOARDING—OR— HOW TO AVOID HIPPERS IN THE DRAIN

by Curtis Hesselgrave

Skateboarding technique develops from the need to efficiently blend body and board together to produce the desired motion. As a person develops efficiency in joining the two, a feeling of ease results. A beginner feels more at ease after three weeks of practice than after one. An expert invents new maneuvers by being completely at ease with what he already knows, so that the unknown can be explored. In each case, ease results from the development of technique, which is efficent body/board motion. To better understand technique, we need to know how the various parts of the body affect the motion of ankles, knees, hips, shoulders, arms and head, all of which influence motion. The more all parts work as a whole, the easier skateboarding becomes.

In the center of all these body parts are the hips, the heaviest area of your body. Where your hips go is where your body goes. Hip movement is not as apparent as arm or leg movement because the hips are at the center of the action; the arms and legs are on the outside edge and moving more. Yet a small movement of the hips has a much greater effect on weight placement than the same amount of motion of an arm or leg.

Here is an experiment to try which demonstrates how much hip movement affects balance:

Stand on one foot, arms at your sides. Move one arm 5" away from your body. It doesn't affect balance much. Lower your arm and move your raised leg 5" out from where it was. This affects the balance a bit more, but not significantly. Lower your leg (still keeping it off the ground) and move your hips 5" in any direction. The effect of this hip movement, you'll find, is considerable.

Piercy training: 1976 Carlsbad/ Hang Ten. Photo: Bolster

From this experiment, we can see that the position of the hips greatly influences weight placement and balance, two fundamental aspects of riding a skateboard. Hip placement in relationship to the skateboard varies depending on what techniques are being performed. The key to how your hips will move for a given technique lies in what direction you want the skateboard to move. To maintain an even, positive movement, the hips must guide the skateboard through maneuvers.

To illustrate hip motion, let's look at some specific skateboard maneuvers and analyze what the hips are doing in each of them. We'll draw techniques from freestyle, slalom and bowl riding in order to get a comprehensive overview. You'll notice that hip movements in each area vary, but the fundamentals of weight placement and balance remain the same. Let's begin with freestyle. I've selected three manuevers; two are basic, the third is more advanced. The first is the Walkover. The skater places one foot on the nose of the board and the other on the tail, hips parallel to the long axis of the skateboard. The Walkover begins by shifting the weight over the nose and pivoting the tail forward about half a step by a twist of the hips. Next, weight is shifted to the tail and the nose pivots a full step forward. The weight shift and pivoting are both done from the hips.

The second freestyle maneuver is Walking the Dog. The toe of the rear foot is brought to the nose with the forward foot positioned in the center of the board, just slightly back from the normal stance. With this motion, weight is shifted over the front truck, and a twist of the hips pivots the board 180°. To repeat this process continually, the hips must move forward with an even motion, constantly shifting weight from one foot to the other and twisting to pivot the board.

The third, more difficult, maneuver is a Toe Spin. The front foot is placed behind the front trucks and the body is spun, pivoting on the front foot, in a 360° turn while the skateboard continues in a straight line. The hips must shift the weight over the front foot and keep it there until the rear foot is over the tail again. The hips are on the center axis of the spin. To further illustrate this central function, we'll switch to slalom racing, where it becomes apparent how the hips direct body power into the skateboard, at the same time as guiding the main body mass through the course in a straighter line than the board and legs can take.

In racing, speed is gained through turning. Each turn can be used to thrust the racer down through the course. To do this, you must direct the body weight down through the hips and legs and into the board, squirting the board through each turn. The hips move a small amount in comparison to the legs and board, which go out and around each cone. Yet, the hips are the fulcrum of the action (as the straightest line through the course) and carry the upper body along the fall line.

In bowl and bank riding, we once again find the hips central to board control. Board and hips are parallel, or near parallel, with movement of the hips directing the board. It is this commitment with the hips in bowl riding that has made the use of padded shorts necessary. When you totally commit yourself to a move and something goes wrong, the hips take the punishment in the fall since they are leading the action. Most bowl maneuvers are done in a semi-weightless state; it's usually not much more than friction between the grip tape and your shoes that keeps the board under control. In these circumstances, the body and board must work as a single unit. If the hips get too much out of line with the board, the feet tend to slip around, making it very difficult to maintain control.

From these examples, we can see that the hips play a very important role in skating technique. It's often useful to look at technique from the standpoint of what each part of the body does. This makes it possible for you to isolate and identify mistakes that are causing you to fall more often than you would like to. All the parts together make up the whole; when they function as a whole, you have relaxed, dynamic skating.

Skate Safe,
Aloha,
Curtis Hesselgrave

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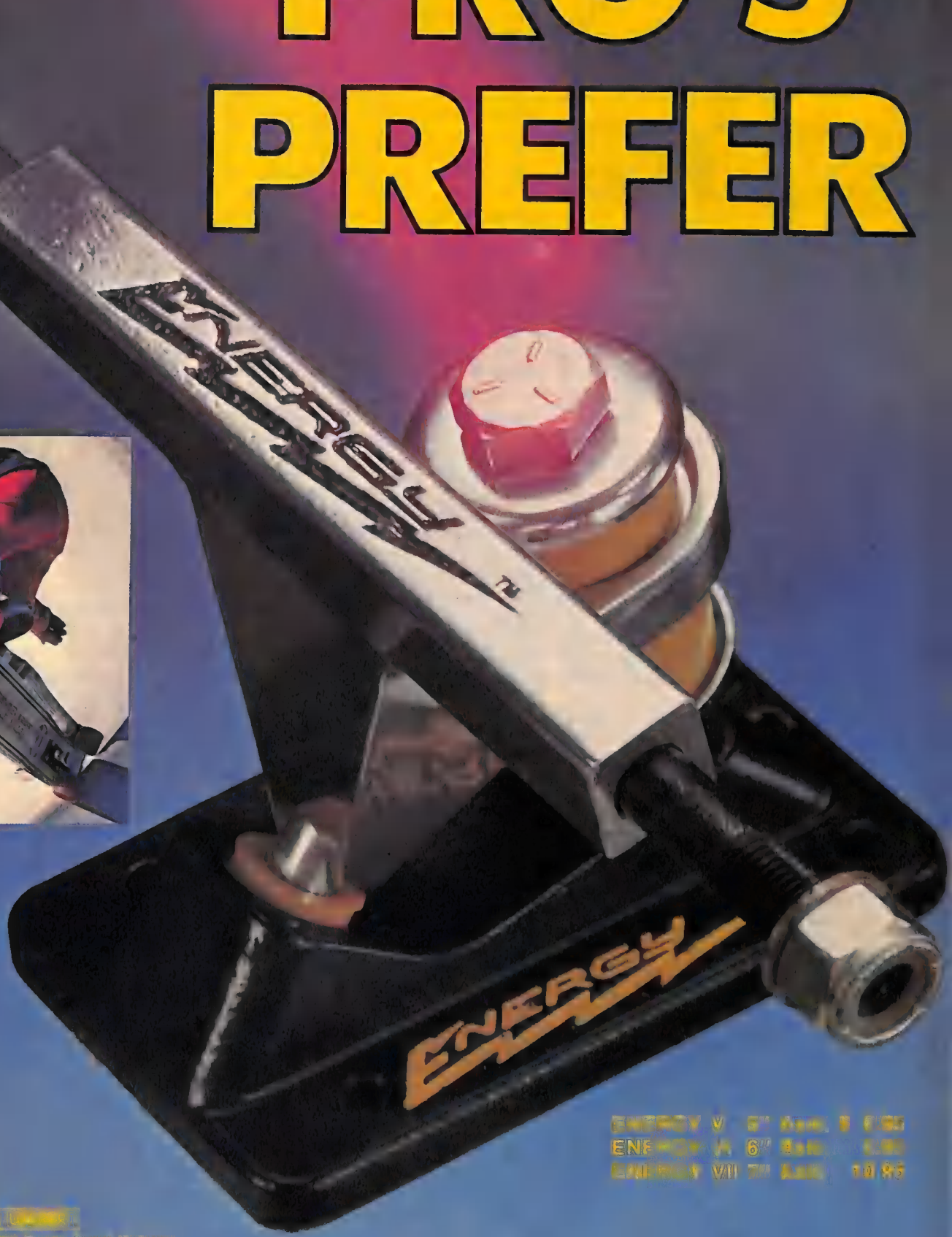

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Advancing Your Photographic Capabilities (and working with the magazine)

By Warren Bolster

The response received as a result of last year's photography tip was incredible, yielding quicker progress from all areas than even expected at that time. If you've been watching carefully, you will have noticed an increase in contributor photo use—a progression that will continue, especially with the outrageous demands of our new monthly format (and the office work of same that keeps the Beast in his cave). So anyway, I thought I'd throw out some thoughts that could help you avoid both unnecessary efforts and expensive film costs.

At this point, I want to stress that good or unusual photos—especially those from outside Southern California—are definitely needed. Until recently, we really haven't received the quality or content to provide interest to *all* of our readers. At this stage, it's a struggle as it is to even make California look different, in spite of all the energy.

Unlike surfing, skateboarding knows few limits; concrete abounds (both fortunately and unfortunately in our modern age). Therefore, in spite of a desire to represent all geographic areas fairly, we refuse to run photos that would be just "token" to prove this expressed interest. We're aware of the fact that a lot of people think we're not interested in anything but Southern California. It's an unfortunate misunderstanding, but we accept it as a part of the job which means trying (as we know in our own hearts we do) to please as many people as possible without losing our own minds in the process. It may be interesting at this point to note that at the same time, we're receiving complaints about using too many photos of some skater, we're often dealing with the dissatisfaction of that very same monster (that, admittedly, we helped create in the first place). Seems no one's happy but the winners—and not always even them!

On a personal note, I can relate to the dissatisfaction, as the lack of communication with areas outside of Southern California is a fact I know well. As a resident of Arlington, Virginia for 15 years (where I was both an avid surfer and skater), and having lived in Japan and Australia for 3 years each, I've felt the frustration, too. I also used to blame the magazine for lack of coverage; but, in all honesty, I have to say that the blame was, in retrospect, unfounded (for the most part). It's true that the distance presents a barrier, but I can assure you that the willingness to deal with talent in all areas is definitely there, much more so than you may think. It's that negative thinking that "they don't care about the East Coast, so why bother to shoot photos" attitude that's holding things back for you. It's up to you, brother, you gotta do it for yourself; besides, who else knows your area and its people like you do? Familiarity with the subject is an advantage, and *you have that advantage.*

As mentioned in our last photo tip, a wide angle/fisheye lens can provide a lot of action and a lot of background information in the same shot. Its inherent depth of field makes focusing easy and sharp. But don't let yourself be satisfied with the fisheye repetition we're seeing so much of now. Any fool can use a fisheye's unique perspective to pass himself off as a photographer. The up-close, frozen-action kickturn shots were interesting a year ago, and I'm sure there will always be a use for that intense look; but, frankly, if I continued to see such a large percentage of butt-turns in our input, I'm gonna barf! Try to think of new ways to show the same things; look for the minor details. The limits will probably never be reached, but attention to details is becoming an aid to the fine-tuning stage. Besides, we've always maintained that it's not just *that* you do it, but more importantly, *how* you do it. If you could see the abundance of radical, butt-turn one-wheelers in our files, you'd feel nauseous, too.

There are many ways to approach this problem. One is to buy or use other lenses. The 105mm short telephoto is a nice, inexpensive possibility, and one a lot of established photographers in other fields use as well. Since some of the skateparks are (necessarily) built in less-than-scenic areas, the 105mm will help fill your frame with the action while throwing the background out of focus, giving you the advantage of eliminating, or de-emphasizing, that which would otherwise be a distraction. An oversight of most new contributors is, that for magazine use—we like them clean. A clean background in a slide makes its conversion to black-and-white a lot easier, as well as allowing a lot of freedom in cropping to fit various uses. Photos with trees or telephone poles seeming to grow out of the skater's head are defeating the magazine's purposes—as well as your own—of presenting skateboarding as favorably as it deserves.

Other lenses will likewise help to add variety to your photos, enhancing the same expanded "way of seeing" that photography brought you originally. Each lens has its own pros and cons, and, rather than provide further individual rundowns, I'll move on to some techniques you may be familiar with, but ones we'd like to see more of.

As I mentioned earlier in this article, the "frozen" action approach is a well-worn one. Slower shutter speeds and a steady hand can help portray the action you lose in a still photo. It's difficult to pan precisely with your subject (at, say, 1/60th or 1/30th of a second) without blurring more than just the background; but it presents a challenge. When done properly, the reward will be a unique, unusual portrayal of the motion, one that you helped *create* rather than simply record. A few more reminders: Watch your backgrounds; when shooting color, make sure you have a close, colorful background to add to that blur. Here again, the ugly skatepark locations can be used for a good effect. Remember, too, that a solid background (such as asphalt or concrete) will not show the desired blur as well. Bushes, trees, fences and people work well for that. Try even slower shutter speeds . . . or try blurring the skater instead of the background . . . or both!

Another area I'd like to touch on, is that of the strobe. I won't dwell on the typical night shots (which are equally commonplace frozen images these days) except to suggest that if you're intending to use an extreme wide angle lens or fisheye with a strobe, you should investigate the availability of some kind of diffuser attachment to spread the light to the full area covered by the lens itself. Strobes are not normally made for this unusual fisheye purpose, and, instead of even lighting, without a diffuser, you will get a central bright area. If diffusers are not available for your strobe unit, I understand that covering the strobe with a handkerchief will help. Remember, both methods will also cut down on the light output, so you'll have to experiment just a little bit to find your correct exposures. Also, since you're working so close to your subject with the wide angles, you'll need to be careful to direct the strobe toward your subject even more precisely, preferably holding it off the camera. If you hold the strobe too low, the light may be blocked by the kickturning skateboard or cause a "hot spot" of bright light on the ground in front of you. Keep the strobe well out of the view of the lens.

One technique I'm enjoying because of the unusual action it portrays, is the use of the strobe with low light (usually twilight) conditions in the background. Some motion is allowed, due to the remaining natural light, which slows the speed of the strobe's light when fired.

(Don't ask me why!) Because of the strobe, you'll get full frontlighting (in what would normally be shadow areas) on your subject, as well as the subtle evening hues you normally can't shoot action in. Jim Cassimus has been shooting with his strobe at even a slower shutter speed than is normally indicated for his camera, achieving bizarre effects *and* showing the action.

Hopefully, I haven't lost you with all this. It's frustrating to only touch on areas that could be the subject of an entire article by themselves. Further information on the techniques can be obtained at your local camera store. Check it all out. Portraying the action is a never-ending experiment in expanding limits just like skating. You're hardly missing out while your friends crowd the terrain—the concrete's not going anywhere! Enjoy it later at your leisure.

I'd like to close with one important hint for those of you who'd like to try and represent the talent in your area by submitting photos to the magazine. Our present and future needs are constantly changing; and while banks, pools and parks have served to awaken the public—and ourselves—to the potential of skating (and will continue to do so), we'd like you to know that we're more interested than ever in representing the other areas of skateboarding interest. The high-speed sequences and, hopefully, the photos from you, will help us to present a more interesting reflection of their often-overlooked attributes, as well. Our slalom cover last issue was an overdue first. I'd like to see freestyle, high-speed and the rest receiving that kind of coverage, while we continue to cover the incredible progress being made in vertical pursuits. Each phase only helps create appreciation for the others, and we're all into it together. Let's keep the competition friendly and positive. Everyone has something unique to show: try to capture it—in the overall scheme of things, it's just a blink of the eye.

Tom Inouye, early twilight blur at Jeff Crawford's Indian Harbor Beach Skate Park.

Wentzle Ruml, late twilight, Sparks/Carlsbad Mogul Maze.

The amount of blur is directly proportional to the amount of background light you have. As the sun fades, you'll be able to find the degree of blur and sharpness that creates the balance you're looking to portray. (All photos taken with Pentax Spotmatic F 17mm SMC Takumar—f4.5 at 1/60th of a second—and Honeywell 780 Strobonar with diffuser dome.)

When shooting at slower shutter speeds, decide how much action you want to illustrate. If the skater is moving across your field of view rapidly adjusting his body position (as opposed to a high-speed fairing, where the skater would be relatively still on his board), a shutter speed of 1/125th or 1/250th of a second (panned) might be more suitable so as to keep enough of the photo sharp.

To answer a lot of the most frequently asked questions, a list of our contribution requirements follows:

ON FILM

1. We prefer black and white contact sheets, with the negatives in negative sleeves *stapled* to the contact sheet. Usually, 8 by 10's do not meet our publishing standards, as magazine format demands a specific quality (which varies from magazine to magazine and sometimes from issue to issue).
2. We *do not* print from color negatives or color prints! Slides only!—PLEASE NOTE. Kodachrome 25 and 64 are excellent choices. We rarely use other varieties—there *does* seem to be a noticeable difference. Stick to Kodak processing as well. Quite a monopoly, eh? We rarely use any form of Ektachrome.

ON PACKAGING AND MAILING

1. Do not enclose captions on separate lists as has been previously suggested. Put all info on the slide itself—photo credit, skater's name and location (if it's not a secret—we don't care to disclose spots!). This labeling is a nuisance but will aid in handling and increase the possibility of your photos being used. Preliminary picking often requires separating them, hence the need for individual descriptions.
2. Send slides in "vis-a-files." You can find these clear plastic slide pages at most camera stores. If they come in a box, they'll likely stay in a box. The vis-a-file helps us to *really* look at your work.
3. Pack all materials in cardboard and send in a large envelope with your return address. *Remember to always enclose a self-addressed return envelope of sufficient size to hold your photos and stamped with the correct amount of postage necessary to send them back to you* (usually the same size and amount of postage which you used to send them to us in the first place).

ON OUR END

1. We've had trouble dealing with the insane enthusiasm and input from readers—we have even more trouble now with our monthly schedule and an understaffed, overworked crew! We're also in the process of moving which further complicates things. (The same P.O. Box address as before will be used.) To avoid the time warp here at Skate Central, and to make things easier for us to deal with (which will also help you sell your photos), edit your photos carefully before submitting them. Just send the best and keep the rest. We can tell if you might have more that we might want from a batch, and we'll write or call to verify this. Keep the similar shots for yourself so you have some personal record.
2. Don't expect to see them again! (Only kidding this time!) Actually, don't expect them back within the month. They'll do you, and us, no good that way. We can't use what we don't have, and specific needs arise which can't be foreseen. If you don't like our style of doing things, don't submit to us! After all, if we were super-efficient office-types (we try), that would be a reflection you'd see in the magazine, and it probably wouldn't be easy to relate to that uncasual attitude, either.
3. In summation: We're trying to do the best we can, and we intend to do a lot better.

Mitchel Long,
Caster Team
Photo, Lance Smith

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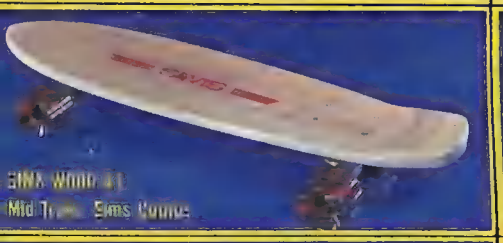

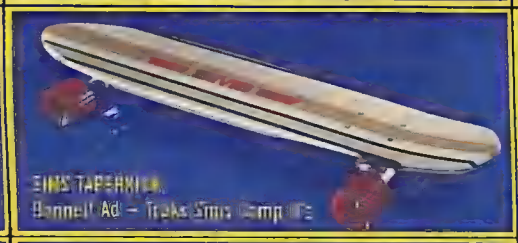

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SIMS. WOOD KT, ☐ 27" $19.95, ☐ 30" $21.95, ☐ 33" $23.95, ☐ 36" $25.95, ☐ 44" $29.95; TAPERKICK, ☐ 27" $34.95, ☐ 30" $37.50, ☐ 33" $39.95, ☐ 36" $41.95; LONNIE TOFT (ply), ☐ 27" $28.50, ☐ 30" $29.95, ☐ 33" $32.00.

HOBIE: ☐ FLEX, wood/fiberglass laminate, grip taped, gradual/full KT, ☐ 27" $29.95; ☐ PARK RIDER, wood, rocker, wheel wells, grip taped, ☐ 26" $19.95, ☐ 28" $21.95, ☐ 30" $23.95; ☐ MIKE WEED MODEL, fiberglass, KT, textured deck, ☐ 25" $27.50; ☐ GREG WEAVER II, 30" $30.00.

LOGAN EARTH SKI: ☐ oak wood, KT, ☐ 25", ☐ 27", ☐ 29" $18.95, ☐ 30½" Brad Logan or ☐ 32" Torger Johnson, $19.95 (Teak Wood add $7); DURA LITE: ☐ 27" or ☐ 29" Bruce Logan, ☐ 28" Laura Thornhill, ☐ 29" Robin Logan ,$27.95, ☐ 30½" Brad Logan, ☐ 31" Bob Biniak, ☐ 32" Torger Johnson. $28.95.

BAHNE: ☐ WOOD KT, grip taped, ☐ 27", ☐ 30" $21.95; ☐ PRESSED FIBERGLASS, textured deck, solid colors, ☐ 24", ☐ 27", ☐ 30" $16.95 ☐ Honeycombs $59.95

Z-FLEX: ☐ Jay Adams, 30", molded/lam. fiberglass, foam/honeycomb rib, wheel wells, $38.95; 27" ☐ Rocker or ☐ Rocker/KT, Ultra light w/grip tape, $32.95; Z-WOODIES: ☐ Jay Adams, 30" $38.00, ☐ Shogo Kugo, 31" x 7¾" $39.50.

SANTA CRUZ ☐ 5-PLY, laminated wood, bent tail, grip taped, ☐ 27" $23.95, ☐ 29" $25.95, ☐ 31" $27.95; ☐ PROFLEX, wood/fiberglass laminate, grip taped, gradual KT, ☐ 26½", ☐ 28½" $26.95.

ROCKIT: ☐ KT or ☐ Rocker KT, ☐ 26", ☐ 28" $24.95; ☐ 30", ☐ 32" $26.95.

POWELL: ☐ QUICKSILVER, 28½" $39.95, ☐ QUICKTAIL, 28½" $44.95.

TRUCKS, each (2 [illegible] per board)

BENNETT: ☐ Hijacker $6.95, ☐ Pro $8.95, ☐ Ad+Trak $10.50.

TRACKER: ☐ Haftrack $10.50, ☐ Midtrack $10.95, ☐ Fulltrack $10.95.

H.P.G. (w/support bracket): ☐ Phoenix $12.50, ☐ Gull Wing $13.50.

ACS: ☐ "500" $4.95, ☐ "580," ☐ "651" $7.50, ☐ "650" $7.95. (B/G+50¢).

X-CALIBER: ☐ Galaxy $3.95, ☐ Pro $6.95. ☐ XL 600 $9.95.

CALIFORNIA SLALOM: ☐ Pro $6.50, ☐ Wide Track $6.95, ☐ STROKER $26.95.

LAZER: ☐ 5½" All Purpose $7.50, ☐ 6½" Slalom $9.50, ☐ REBOUND $14.95.

ENERGY: ☐ V (5") $6.95, ☐ VI (6") $8.95, ☐ VII (7") $10.95. ☐ CHICAGO $6.95.

WHEELS, each [illegible] per board)

Precision Wheels (price includes 2 precision IKS or NTN bearings [illegible] spacer; German bearings—add $1 per wheel, without any bearing—subtract $1.50 per wheel).

☐ BENNETT ALLIGATOR™ ("Turbine" Bearings) $8.50.

ROAD RIDER: ☐ #2 $4.95, ☐ #4 $6.95, ☐ #6 $7.95, ☐ Henry Hester $6.95.

PARK RIDER: ☐ #4 $6.95, ☐ Logan #5 $7.50.

SIMS PURE JUICE: ☐ Mini Comp $6.95, ☐ Comp. or ☐ Bowl Rider $7.25, ☐ Comp II (Germans), ☐ Giant Slalom, or ☐ Snake (2⅝" x 1⅞") $7.50, ☐ Thunder Juice $8.95.

OJ: ☐ Slalom $6.50, ☐ Hot Juice $6.95, ☐ Super Juice $7.50, (Thunder Juice Soon!)

KRYPTONIC, STAR TRAC: ☐ 60mm $6.95, ☐ 65mm $7.50, ☐ 70mm $7.95: ☐ R ☐ B ☐ G

POWERFLEX: ☐ #3 $5.95, ☐ #5 $7.50, ☐ #7 $8.50 (asst. colors), (#9 Soon!) ☐ YO YO Steve Cathey Freestyle $6.50 ☐ Red (88) ☐ Yellow (91).

BONES/POWELL: ☐ Slalom $6.95, ☐ Skate Park $7.50.

POWER PAW: ☐ Sm. $4.50, ☐ Lg. $6.50, ☐ XL $7.50.

MAGNUM (tire, hub & fork): ☐ Slalom (shown) or ☐ Radial $12.50.

☐ VAL SURF (2½"×1¾", radial edge inside and out) $5.95.

CADILLAC: ☐ DK 38 $4.25, ☐ DK 51 ☐ BL. or ☐ [illegible]. $6.25, ☐ Hot Lips $7.50

ROLLS ROYCE: ☐ Cobra $5.95, ☐ Cobra Comp $6.50, ☐ Banzai $7.50.

TUNNELL: ☐ Rock (Comp.) $6.95, ☐ v $6.50. UFO ☐ $6.95, ☐ XL bearing $9.95.

☐ LEMON JUICE (XL bearing) $8.95. ☐ EMOTION Speed $7.95.

WEBER PERFORMER: ☐ Mini Slick $3.50, ☐ Freestyle $4.50.

Loose Ball [illegible]

ROLLER SPORT: ☐ Mark IV $1.50, ☐ Racing Slick $2.

CADILLAC: ☐ Reg. $1.50, ☐ DK 38 $2.50, ☐ DK 51 $3.50.

POWER PAW: ☐ Sm. $2, ☐ Lg. $3.50.

SAFETY EQUIPMENT

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ELBOW PADS: ☐ COOPER (xs, s, m, l) $7.95 ☐ FLARICO (one size) $5.50.

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Precision Bearings each: ☐ IKS or ☐ NTN $1, ☐ German $1.50, # _____; ☐ Loose Ball Bearings, 2¢ each, # _____.

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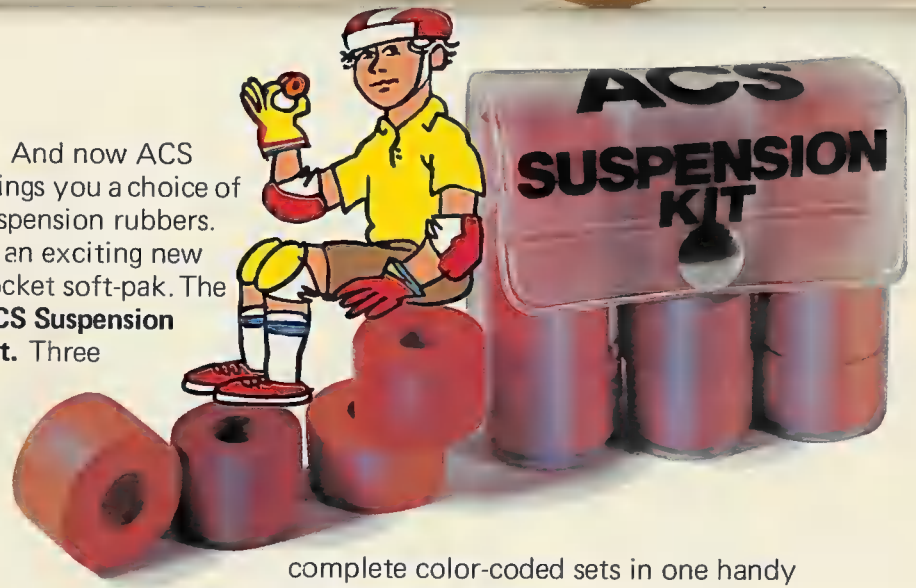

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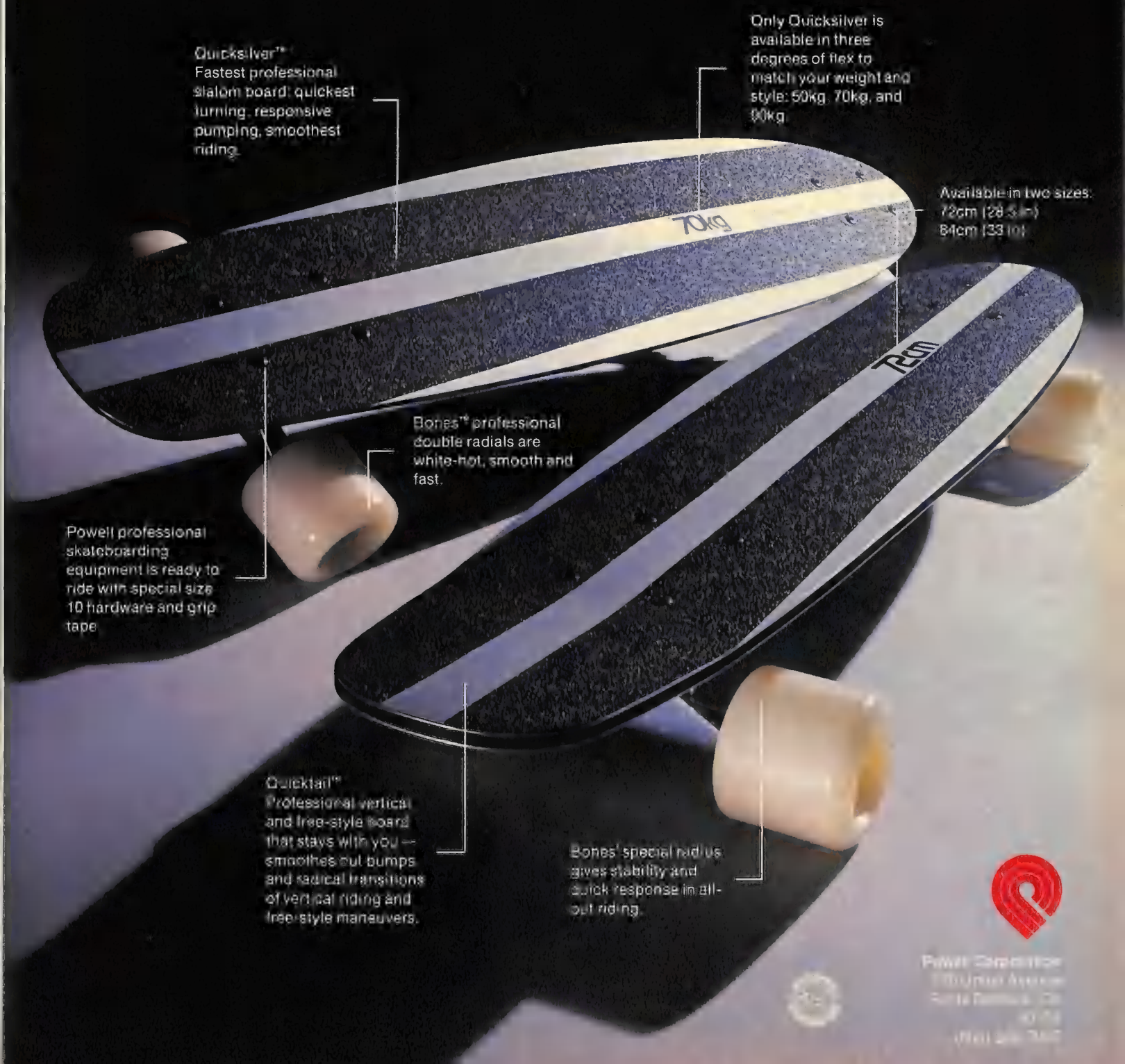


SKATEPARKS:

PART SIXTEEN

by Brian Gillogly

SKATEPARK SOQUEL, California

Ed da Rosa and Steven Hout's two acre skatepark, located in the Northern California city of Soquel, has been described in some detail in a past issue of SKATEBOARDER (Vol. 4 #5). At the risk, then, of slighting their design, it is probably more enlightening to discuss the unusual nature of the park's financing and construction. In fact, Ed said it well in a letter to us last Fall, just before his grand opening:
"All the Northern and Southern California parks I visited gave me quotes of $150,000 to $400,000 to construct (what I had in mind). This is crazy. My backyard park came to $200. My park in Soquel is coming to a total cost of $65,000 to build . . . Building, runs, landscaping, parking lot, lights, everything. Everyone else seems to be throwing their money away on engineers, contractors . . . and other b.s. I am a builder and have been surfing and skating since '63. I am doing it myself . . . Please come and visit."

(opposite)
Tony Carter, Soquel re-entry.
(right)
Surfer/skater, Kevin Reed, airborne lip slide.
(below)
The face of Soquel—25,000 square feet of contours in shotcrete.

Photos: Medeiros

Tony Carter, popping out of "Reseda Wall" and making it. Photos: Medeiros

Kevin Reed, stylish bowl-to-bowl transfer.

. *Working the edge with authority, slalom ace, John Hutson.*

Terry Brown, Freestyle Wall.

Airborne exit, Dion.

SKATEPARK PARAMOUNT, Paramount, California

The long-awaited Skatepark Paramount opened in late November last year to an enthusiastic response from locals as well as visiting pros. The 20′ diameter half-pipe, or "Channel Run," for example, has been characterized as "fun" by Stacy Peralta and "great to mess around in" by Doug Schneider. Stacy particularly enjoys the round edges of the first half, which progresses into sharper-edged walls before the run makes a right-hand turn into a 12′ bowl.

The 300′ serpentine is likewise generating considerable attention, especially where it opens into an incredible 16′ deep swimming pool type basin. The "Vertibowl," as design consultant Waldo calls it, is undoubtedly one of the most challenging pools around, not in the least part due to its 8 feet of flat wall. As of this writing, only Rick Blackhart and Doug have managed to "get wheels out" and make the ensuing long drop. Says Schneidly: "You're almost always weightless at the top!"

The riverbed-like Spillway, by comparison, is geared to all levels of skating ability. Running 140′ in length, it, too, empties into a large bowl, in this case measuring 50′ at its widest point and 25′ to 30′ from lowest to highest mark. Other areas include a beginner's S-run, a freestyle deck and an unusual head-to-head slalom with nearly vertical side walls (the theory being that in slalom, a skater "almost always falls forward").

Significantly, unlike most California parks, with the notable exception of Upland's advanced area, Skatepark Paramount can be ridden and ripped on a long board (say, 32″ and above). Paramount's manager, Ed Economy, who himself prefers 4′ to 5′ vehicles, simply comments, "Finally!"

Paramount's design consultant, Waldo, calls this 16′ flat-wall basin the "Vertibowl." Doug Schneider just calls it "gnarly." Photos: Jim Cassimus

Gregg Ayres, definitely "not catching" on the double lip.

The Campo crew finish-surfacing the half-pipe.

Half-pipe, just prior to completion.

The big snake or "Anaconda" run.

ENDLESS WAVE, Oxnard, California

It almost seems ironic that many of those areas of Southern California where the sport first took hold a few years ago would be last to acquire skateparks. The Vermont Drop section of Gardena is a case in point, as are parts of North Long Beach adjoining the cement banks of the perennially dry L.A. River. But aficionados from Gardena now have their Runway and North Long Beach skaters, a choice between Shady Acres and nearby Skatepark Paramount. The Oxnard-Ventura area, which has spawned so many skate talents (Steve Monahan, Desiree Von Essen, Richard Vanderwick, et al.) recently became the home of the Endless Wave #2. Locals there agree it was well worth the wait. Although the banks of Oxnard's Endless Wave are not particularly towering, those walls are decidedly high on quality. The park's main attraction, a double bowl with dual entries, is a case in point. Not only is the surface possibly the best of any park we've come across, but the bottom transitions are ideally subtle though slightly different in each bowl. As with its sister facility in Bakersfield, a slight cement coping has been installed for versatility. One-wheeler forevers, high carves and unusual airbornes off the pronounced edge separating the bowls are just a few of the possibilities—and ongoing realities.

Another favored area is the big snake with its steep walls varying from 9'-11' in height. A "blind" last turn is, in fact, slightly over vertical. "That's to keep the skaters from flying out into the pro shop," says part-owner, Gary Doane. A comparatively mellower snake run close by empties into a good round-edged lip slide bowl. Also, along with another novice run and a freestyle deck, is a well-conceived reservoir which consultants, Jerry Valdez and Marc Smith, actually hand shaped. Jerry characterizes the basin as a "really hot" warm-up or play area. The park in general, he says, is simply a "dream come true."

Hot Kent Senatoure, airborne re-entry.
Photos: Cassimus

Oxnard overview one week prior to opening.

Unidentified skater playing the slight cement coping.

David Ferry, lip carve.

Chris Strople sequence. Clean tail tap in the double bowl. Photos: Cassimus

A highly versatile reservoir design.

One of the Sierra Wave's two serpentines.
Photos: Ray Allen

Wide entry bowl.

SIERRA WAVE, Sacramento, California

The Sierra Wave has been characterized as a fast, challenging park. A high banked slalom, two serpentines and a large keyhole bowl are among its more "conventional" attributes. Clearly unique is a slanted "pool half-pipe," which is entered and exited from the same end.

Tim Marting, working Sierra Wave's half-pipe. Photo: Ted Terrebonne

View from the top. Photo: Gary Medeiros

Buck tail block in a 13' pool. Photo: Medeiros

Upper half-pipe, replete with opposing plywood extensions. Robert Garrett riding. Photo: Ted Terrebonne

Tim Marting, half-pipe. Photo: Terrebonne

Half-pipe lip carve by Bryan Buck. Photo: Terrebonne

PERMANENT WAVE, Mesa, Arizona

Steve Eagar's Permanent Wave ("I just thought it was a catchy name") opened last October on a one and one-half acre site in Mesa, Arizona. Steve, 44, explains that the facility is, as yet, only half completed, although the layout already includes five separate areas. Undoubtedly the most interesting is a 13" deep half-pipe, featuring rounded edges on one side and a sharp lip on the other. The idea, of course, is to have one edge which would allow radical slides, while the opposite one would encourage partial wheel carves. The secondary advantage of the latter side, however, is that it has permitted the locals to easily extend that wall upward through the use of cement blocks and plywood. Another unique aspect of the park's design is the positioning of the concession-spectator area in the center of the facility, offering a good view of the emerging talent.

The ever-outrageous Rick Blackhart, taking flight at Mesa.

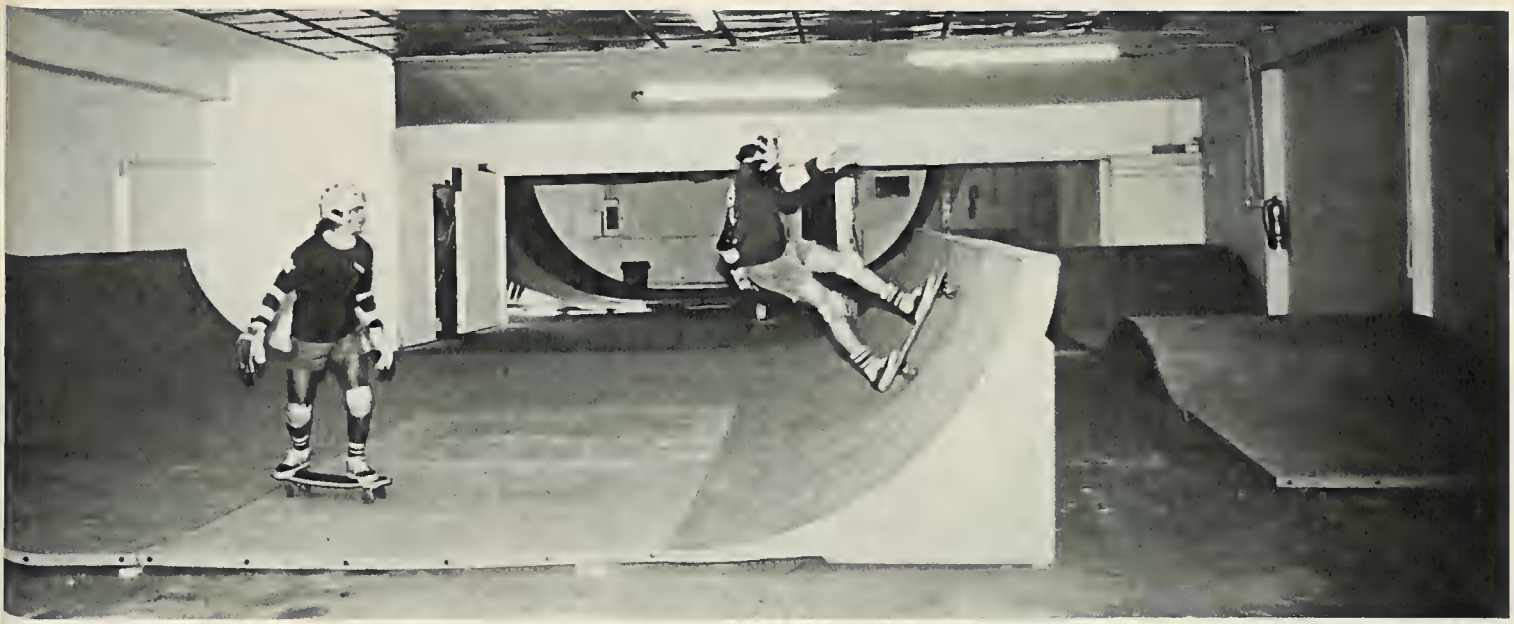
Permanent Wave, partial overview. Photos: Cassimus

Gregg Ayres, high-speed blur.

FYBER RIDER SKATEPARK, Lakewood, New Jersey

Fyber Rider Skatepark is an indoor-outdoor facility in the picturesque New Jersey city of Lakewood. The individual forms are molded fiberglass, as the park's name implies, by International Sports and Recreation out of Florida. The site itself, formerly an auto dealership lot and showroom, allows sufficient room for a half-pipe, a banked wall, a freestyle area and a small run indoors; and a wider range of designs outside, including a full tube. Of interest to the various new groups who are just now getting into the business of making fiberglass or polycarbonate ramps, Fyber Rider reports no major injuries since their September opening, plastic naturally being a much more forgiving surface than either asphalt or concrete.

Outside fiberglass forms of Fyber Rider. Photos: Jim Hyers



Fyber Rider, indoor view.

Lakewood local, halfway in the half-pipe.

BOOGIE BOWL, Glendale, California

A relatively small facility (though with a proportionately large pro shop), Glendale's Boogie Bowl might best be categorized as a neighborhood park. As with many similar California parks, the design is compact, featuring three adjoining runs with varying degrees of curve. End bowls vary from 20′-30′ in diameter, to 5′-8′ in depth. A partially banked 1,450 square foot freestyle area completes the picture.

Local, Rusty Morris, showing edge control in one of three bowls.

Boogie Bowl. Full perspective. Photos: Allen

Rusty, airborne.

Rusty, shinning at Boogie Bowl.

BADLANDS SKATEPARK, Long Beach, California

In 1930, on a five acre tract of land in Long Beach, California, Shady Acres, the first miniature golf course in the United States, was established at a total cost of $100,000. A considerable investment for that period, the original intention was to build something grandiose, something which would stand the test of time. And that it has. Presenting a stark contrast to its synthetic modern counterpart, the challenging course exudes a distinctive Old World atmosphere as it weaves among tall trees and lush ground cover.

Last year, Mike Cincola, son of the original owner, decided to carry on his father's philosophy with the construction of a daring skatepark design cut in the long dormant acreage directly behind the miniature golf course. "I just wanted to do it right," Mike recently explained. "Give the kids something to work at."

What has resulted thus far are two separate areas—a medium-fast snake run and an unusual system of ten interlocking, basically elliptical bowls. Designed by Graham and O'Malley and guided into physical reality by Gary Coccaro, the latter area, for instance, offers unconventional transitions, low walls to a 12′ high overhang, and a wide variety of possible lines. Although it is impossible to maintain speed between more than two bowls at a time (and, thus, certain bowls cannot be carved), all sections are rideable, if not extremely so.

The sinuous adjoining run, on the other hand, has a good smooth surface and even transitions. The easy curvilinear form is generally maintained throughout, except in the 6′ high fourth turn as it straightens into a vertical wall near the lip. Resident pro, Rick Barhick, likens the turn to one of the more successful bends in the Reseda SkaterCross track, himself working it two or three times in one run before continuing on to one of the two mellow bowls below.

Further plans for Shady Acres' "Badlands Skatepark," as it has been formally named, are for a copy of San Diego's oval-shaped "V-C Bowl," a three-quarter pipe, a swimming pool type bowl and a freestyle area. For now, the park will be open and Mike will continue to gather feedback on his and other new designs, with a mind toward creating another forward-looking recreation environment.

Partial perspective of multi-bowl section. Photos: Cassimus

One of the "Badlands" larger elliptical bowls.

Lee Henderson, prior to the park's opening, testing one of ten interlocking bowls.

Resident pro, Rick Barhick.
Photos: Cassimus

Owner's son, Mike Cincola, Jr., making himself at home.

Pepsi crewman, Gordie Lienemann, on the high back wall.

(opposite) Gordie, pushing max height in the multi-bowls.

HEAT WAVE, Modesto, California

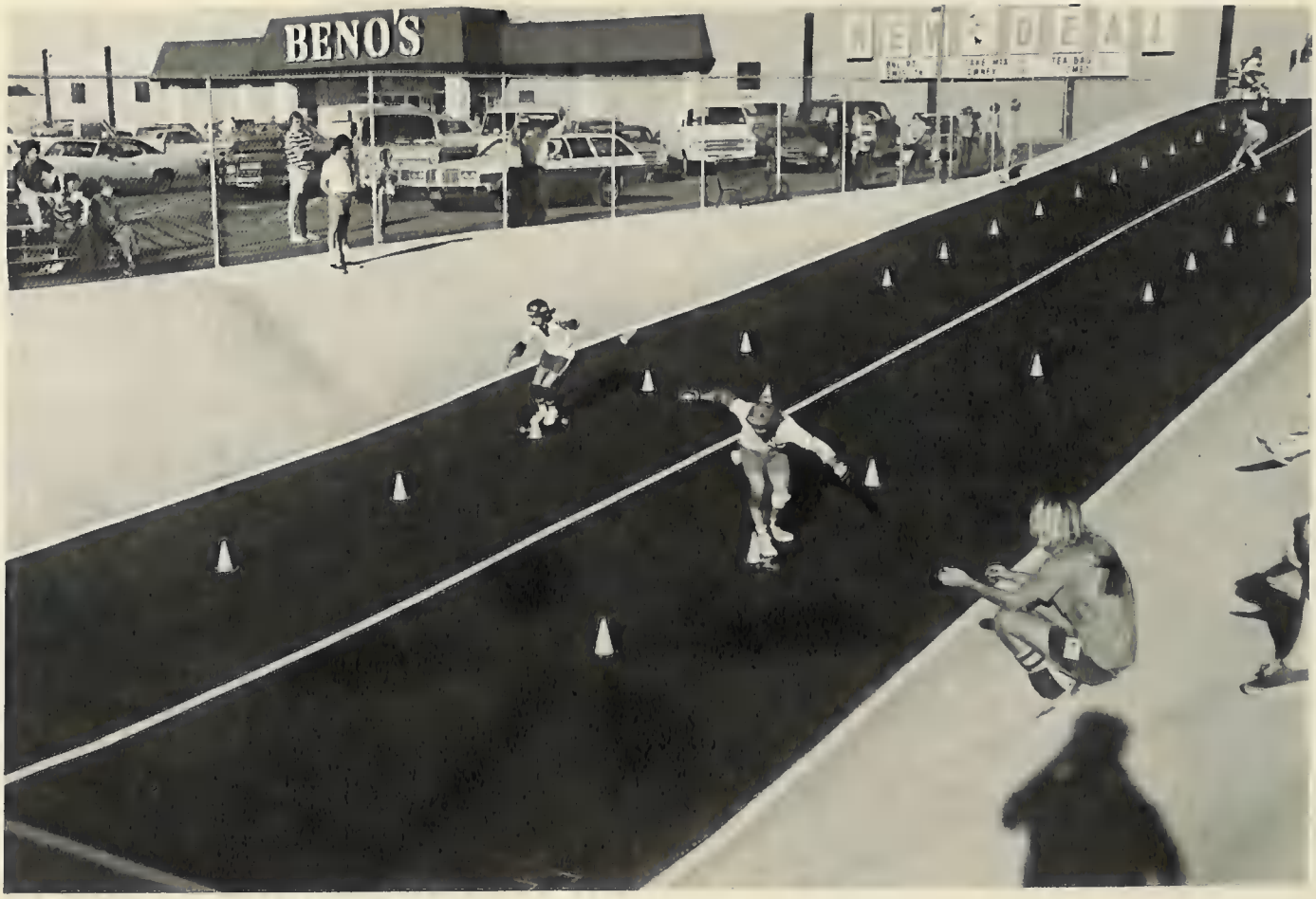
Located in the Northern California city of Modesto, Allen Hirschfield's Heat Wave provides local skaters with ten runs, translating into 106,000 square feet of rideable surface. The areas, understandably, offer a good range of more or less conventional designs (snakes with end bowls, half-pipes and a long dual slalom ending in a banked freestyle area), as well as a few surprises. The latter includes a 600′ high banked "Switchback" with three wide U-shaped bends, and a large mogul field/bowl called "Foreverland." Similarly worth mention is the Heat Wave's pro shop, which Allen proudly refers to as "the most complete in the known world."

Berto Del Gato, 12, top sliding the half-pipe. Photos: Bill Golding

Modesto's half-pipe—17′ in diameter and 110′ in length.

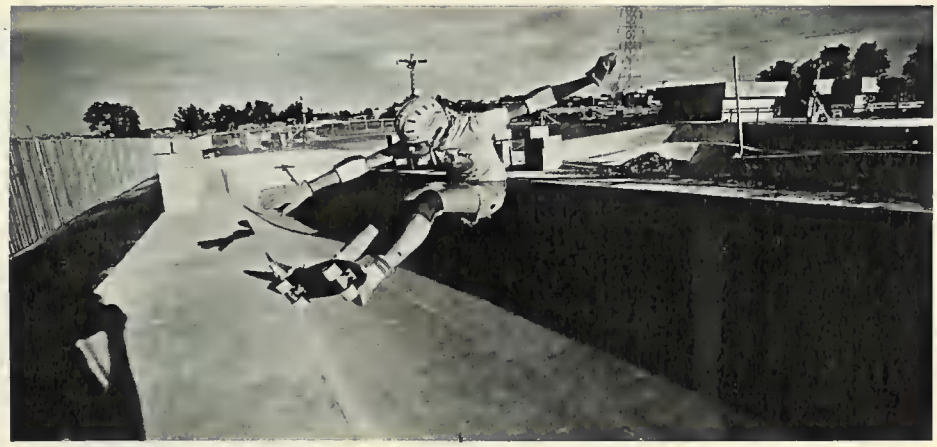
Slalom and end bowl.

The 30' by 180' slalom features "blacktop on concrete" surfacing and a 10% grade.



CONCRETE CURL, Denver, Colorado

Recent reports from touring pros, Mike Williams and Bobby Piercy, as from sometime SKATEBOARDER photog, Ray Allen, indicate that Colorado is beginning to produce some fine skaters. Part of the reason, in the Denver area at least, is the Concrete Curl. Having opened to the public September 17, 1977, locals are already pushing the limits of design, such as riding above the rim of the 12′ wide half-pipe on to a makeshift cement block extended wall. Word has it that the 120′ banked slalom also gets plenty of heavy action. This is ski country, after all.



Robby, riding the Curl.

George, upper half-pipe.

OTHER SKATEPARK ENTITIES

DARIEN LAKE SKATEBOARD CITY, Corfu, New York. Part of the recreational development, Darien Lake Fun Country (located 30 miles from Buffalo), this asphalt and concrete park contains two acres of rideable contours. The main attraction, according to semi-local, Rory Dafoe, is a "large bowl (which) peaks at 12′ with 2′ of vertical."

FLOW MOTION SKATEPARK, Richmond, Virginia. This new facility was created by Southeastern Recreation, Inc., to serve the Central Virginia skate community and "provide a center for East Coast competition." As well as snakes, bowls, a reservoir, a freestyle area and a slalom, the layout features possibly the first in-park pool in the East. Says David A. Trebour, President of Southeastern Development, "Hot skaters line up at the swimming pool, ready to bail the 3′ of vertical and ride one-wheelers on the coping."

GULF COAST SKATEPARK, Houston, Texas. To be operational by this printing, advance word on this 2¾ acre park indicates good variety, with runs ranging from a 200′ long "simulated drainage ditch" to a 50 meter electrically-timed asphalt slalom. "It will take years for most beginners to master this park," boasts park spokesman, Ray Love.

HI-FLITE, INC. This San Diego based outfit has taken a very thorough, logical approach toward the marketing of skatepark designs. John A. Senneff, formerly business planning consultant of Graham and O'Malley's Skatepark Constructors, has merged the talent of California's skate elite (among them, Stacy Peralta, Gregg Ayres and Waldo) with the well-respected young architectural firm of Gluth and Quiggly for a series of top-notch layouts. Plans have already been sold for a small indoor park in Wichita, Kansas, and a larger outside facility in Mexico City.

ISLAND SKATEBOARD, Staten Island, New York. Bronx skater, Maurice Cummings, offers a brief description of this indoor, wood-banked park: "There are 2 main runs: A beginner's run that leads into a 15′ wall, and an expert's run leading into a 15′ bank (with) 4′-5′ of pure vertical."

NORDIC VALLEY SKATEPARK, Nordic Valley, Utah. Like facilities at Yagoo and Vernon Valleys, this skatepark is yet another ski resort's answer to off-season recreation. According to skater Scott Hendricks, Phase I includes 3 runs (from 150′ to 400′ in length) and 2 bowls, all of which are surfaced in asphalt with a cement skin. Phase II, planned for this Fall, will expand the facility to a considerable 300,000 square feet, actually incorporating a ski lift for access.

PAVED WAVE, Cocoa, Florida. Florida's original skatepark and prototype for many parks that followed, the Wave was recently re-opened by its new owner, Jack Alderman. Fortunately, this time around, safety equipment *is* required.

PAVED WAVE, Philadelphia, Pennsylvania. Associated with the above in name only, this Paved Wave will, in fact, be a 30,000 square foot indoor park. The first in a proposed chain, the facility is expected to be completed by this printing, serving the estimated 1,300,000 skateboarders in the greater

Photos: Allen

The various contours of the Concrete Curl.

Philly area.

PLEASANTON SKATE WORLD, Pleasanton, California. Skater Luis Gil de Lamadrid sends word of this new Northern California park. As Luis explains, the layout includes the requisite beginner-intermediate areas, as well as providing experienced riders with 2 figure-eight bowls, a giant 400' serpentine and an 8' half-pipe ending in a 12' bowl.

RIDING-THE-GLASS, Eden Prairie, Minnesota. Like New Jersey's Fyber Rider park, this indoor skateboard environment features fiberglass runs manufactured by International Sports and Recreation Corp. Set up in a 17,000 square foot former warehouse in the Minneapolis-St. Paul area, the park is expected to keep local skate fever high during these cold winter months.

SAFE SURF, Fort Pierce, Florida. Gary D. Mortemore of Roemer Insurance, (which has been handling skate park insurance for the last year and one-half), appropriately stresses "safety . . . a wholesome atmosphere" in his 2 acre park. Opened last Fall, Safe Surf includes 5 runs, including an 18' wide bowl. Particularly unique is the park's policy of providing "automatic accident insurance for every skater up to $5,000."

SKATEBOARD PALACE, Vancouver, British Columbia. Canada's first indoor skatepark opened last Fall in Vancouver. The design takes in a slalom area, a combination bowl and mogul area, a freestyle area and 3 runs—("Whip," "Grapevine" and "Hot Dog")—emptying into bowls 8'-11' in depth.

THUNDERBOWL SKATEPARK, Virginia Beach, Virginia. Virginia Beach's first private skatepark (there is a public facility at Mt. Trashmore) recently came to fruition through the diligent efforts of Fred L. Wall, a skier and former P.E. instructor, and his wife, Gayle. Besides the more traditional-type runs, within the 45,000 square feet of pumped concrete is a 12' deep "pool bowl" with 3' of vertical and, of course, tile and coping.

WEST VANCOUVER SKATEPARK, Canada. Preceeding its cross-town counterpart, the Skateboard Palace, into operation was this, Canada's first skatepark. A public facility funded through tax dollars, the structure was designed by a local sculptor, Nelson Holland, with a mind toward creating a functional and strong form. The park consists of a novice run and shallow basin and an expert's run with a 30' wide, 5' deep bowl. Supervision and free lessons are provided.

WHEEL-A-WAVE SKATEPARK, Birmingham, Alabama. Latest word on this large, new park (50,000 square feet of rideable surface) is that its gates will be open sometime this winter. Significantly, the constructor is Jerry Hadley, whose credits include Kona, Tomoka Moon Forest and several other skateparks. Among the runs will be a 300' slalom and a 390' snake with 12' walls which will end in a deep "swimming pool-type bowl."

ZERO GRAVITY SKATEPARK, Cambridge, Massachusetts. This park continues the trend in the North and Northeast toward indoor skateparks. The main feature in this particular wood-ramp facility is a "giant half-tube (75' long, 30' diameter, and 20' high on each side)." The layout also includes various smaller banks, a dual slalom and a banked freestyle area. Zero Gravity advises local skaters to visit the park and stay hot this winter.

the DANCE

BO_STER

Hard rock beat,
Confident feet,
Feeling is real,
A magic unique.

Tony Alva

Life in the fast lane,
Or laid-back with grace,
Win, lose or draw,
It's a dance, not a race.

Steve Schister

Your dance is a reflection,
Of everything you've known,
Recycled together,
Uniquely your own.

Laura Thornhill

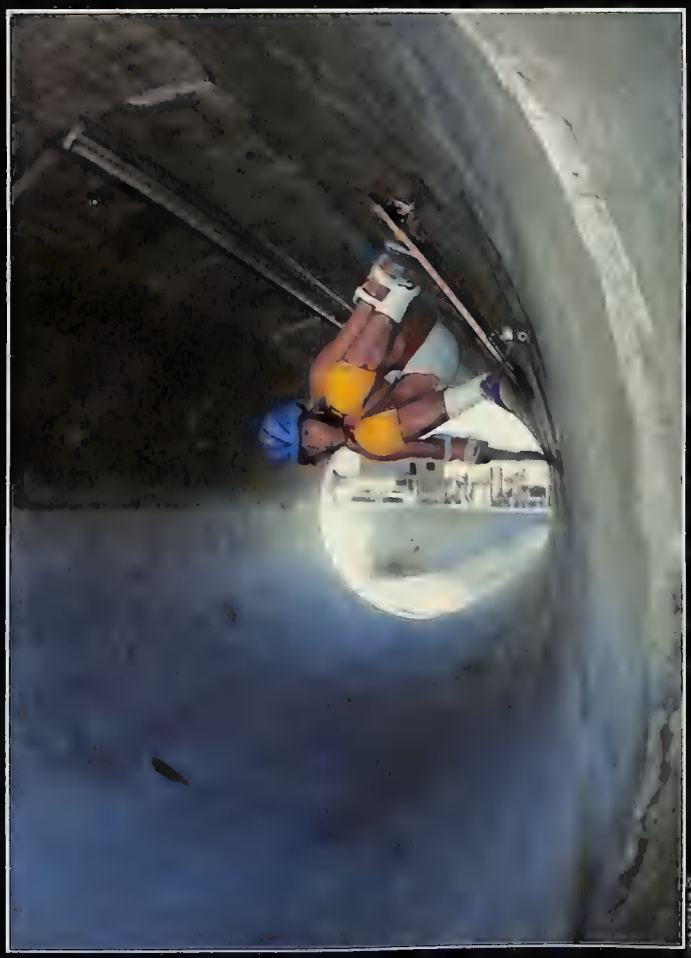
Truly rare is the moment,
Inspiration occurs,
You can try to hold on,
But it's still all a blur.

Stacy Peralta

BKLSTER

Do it fluid,
Or any way you choose,
Life is too short:
If you snooze, you lose!

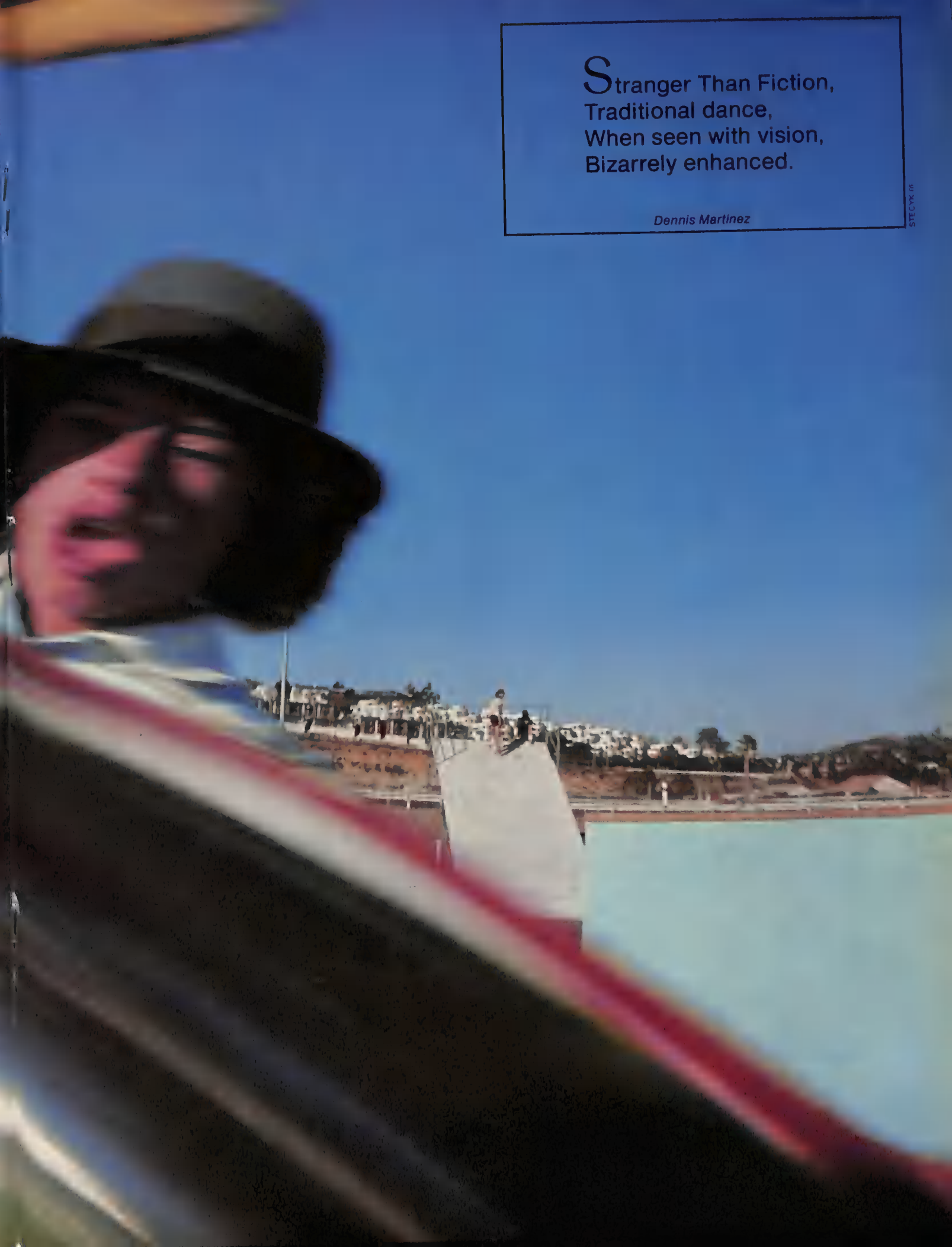
Ty Page



Performance of flair,
Or one that's mundane,
You get what you give,
(And some get insane)!

Jay Adams

SkateBoarder



Stranger Than Fiction,
Traditional dance,
When seen with vision,
Bizarrely enhanced.

Dennis Martinez

STECYK 88

That expression is real,
Will transcend all terrain:
What Beauty reveals,
The beholder explains.

Ellen Orsel

Minding the rhythm,
Locked in a trance,
The spirit runs pure,
Caught up in the dance.

Bob Piercy

Ad-libbing new positions,
Relaxing with the flow;
Off-the-wall decisions,
Expanding what you know,

Mly Adams

The limits imagined,
Are hardly defined;
A lot can be done,
If you're so inclined.

Gary Cooper

The essence relived,
Just you and the hill;
While progress brings much,
Remember the thrill.

Denis Shufelot

BOLSTER

Nothing else matters,
But feelings at hand:
Time is expanded,
And instincts command.

The beauty of the art is:
No expression can be wrong.
By all evaluations,
It's still the singer, not the song.

Brett Adams

The Dance at its best,
Holds time in suspense,
Soul liberation,
Expanding all sense.

Brad Bowman

Floating and twisting,
Your body around,
Reel with the feeling,
Just don't miss the ground!

Paul Hackett

To some, it's all footwork,
Others get their own kicks,
Exploring expressions,
Through gymnastic tricks.

Ellen Berryman

SkateBoarder Interview:

Bobby Piercy

by John Smythe

"I owe it all to my Mom." Photo: Bolster

At 22 years of age, Bobby Piercy is one of the brightest lights on the slalom scene. Fresh from hard-fought victories on the circuit, Piercy has positioned himself in the driver's seat, so to speak. Albeit racing being racing, the chair is always up for grabs. A stylistic innovator, the parallel ski stance he pioneered two years ago was considered a curiosity; it may in the near future be deemed de-rigeur. This was no mean feat in a surf-styled skate world, and the parallel approach's current upswing in popularity is directly attributable to Piercy's success as a competitor.

Of the top-ranked pro slalom men, Bobby is probably the most adept at transversing radical terrains. From quarter-wheelers off the cope to jumping on and over several Playboy Bunnies at a crack, his credentials are in order. Piercy's attunement to the vertical is aided by his fifteen years of surfing experience in the O.B.-Cliffs environs (one of the hardest core, most esoteric areas in California), and his current involvement with skatepark design.

Bobby approaches everything with his characteristic inventiveness, agility and enthusiasm...and it shows. Some in the sport feel that he possesses both the showmanship and, that most intangible of commodities—star quality—necessary for the general public's embracement of slalom as a spectator sport. (It is not insignificant that after his performance at the Catalina Classic, several ABC execs speculated much the same.) One thing's certain: The guy's fast and he's a trip to watch. They don't call him the fastest ankles in town or the boy in the bright blue jeans for nothing! In his own words, "tight's alright."

"I try to totally know that there's no one there that can touch me." Piercy, psyching up for his win at Long Beach. Photo: Glen Friedman

TO START OFF, DO YOU HAVE ANY GENERAL COMMENTS TO MAKE?

From what I've seen in skateboarding today, most of the juice is Down South. I'm not really talking about the business between Dogtown and Down South, though, because when everyone's together, they all flow together pretty well. We're speaking of Tony, Jay, Shogo, Muir, and, of course, Martinez, Jesse, and the names go on. The real goons are the Inland Boys. They don't have any surfing background. There's a few good skaters like Jerry and Kent . . . but the main thing is in the trip between the Dogtown Boys and the Down South Boys, they're all high on energy. There's a lot of juice right there. I've seen 'em both get in a pool and totally terrorize it, together *and* by themselves. It's just like in slalom: There's a lot of competition between Up North and Down South . . . between the Santa Cruz Boys, the Turner Boys and the other racers Down South who don't ride Turners, like Michael Williams and Henry Hester. We've been having this thing going on between us for awhile, too, in the racing era of skateboarding (which a lot of people don't know about since there's not a lot of media talk about slalom racing today). This goes back to the early days at La Costa when this thing all started between the FibreFlex Team, led by Henry Hester, and the Turner Team, led by Tommy Ryan and myself. There was a heavy rivalry going on there, and a lot of people never even knew that it went on. This is the kind of thing that's made slalom racing what it is today. The testing ground for that had started at La Costa, and that's how I got into skateboarding and why I'm at where I am in the sport today.

DO YOU THINK THE RIVALRIES ARE GOOD?

Definitely. It brings out a lot of cheap calls, which are just talk. But it also brings out a lot of head-to-head duel situations, whether they're through a course or in a pool; and you find skaters pushing themselves further than they've pushed themselves in the past, which is bringing out new, hot talent. Without the rivalry between the two,

you would lose some of the drive. The drive comes from within, each rider has that drive; but, it's amazing; it won't come out until a given period, a given moment, which is usually caused by somebody else, another rider, pushing themselves further, and then the next rider pushes *himself* further . . . you see this a lot in pool riding.

WHO ARE THE MOST RADICAL SKATERS YOU'VE SEEN?

The most radical skaters I've seen skate are Rodney [Jesse], Martinez, and Jay Adams. They are the most radical because they eat it the most; they pay the heaviest dues. But, at the same time, they're young and loose. There's a lot of hot riders and I've seen them in New Jersey, in Texas and a lot in Colorado. So it's pretty hard to determine who's the hottest. It's like surfing: There's a lot of hot surfers and everyone has his own favorite.

WHY DON'T WE GET YOUR BACKGROUND OUT OF THE WAY?

O.K. Well, my background started from my surfing era. I surfed from 8 years old on. My mom gave me a ride to the beach every day; she'd drop me off. Even if it is only a ¾ mile haul, when the boards weigh 40 pounds and you're a little rug rat, it's pretty hard to carry a board down there. So I started hanging around on the beach, hanging around older guys because the older guys know where it's at, and they're at the surf every day . . . so you get rough pretty quick. You have to, or otherwise, you don't hang around the beach . . . you turn into an inland boy. We skated the boardwalk, and got into freestyle and slides and stuff . . . only when the surf was blown out. We were full-fledged surfers. When the water started getting too crowded, I turned to the Rockies and started skiing. I went to Colorado to get into snow skiing and snow racing. After a year of skiing every day all winter and—in the summer—keeping in shape for winter by skateboarding, I started working with Bobby Turner—who had designed a slalom board—and Tommy Ryan, because they wanted a skier's approach to skateboarding. Tommy, who is a surfer also, had been riding open stance, similar to the way Henry Hester and Bob Skoldberg ride—they were the two top racers in that period. Yandall was into it pretty full on, too; he was number one on the tour back then, but Hester pushed him out real quick. Later, I edged Hester out. But I pushed Hester out with a whole different style of racing that nobody had seen up to that point. It was the parallel technique, with feet side-by-side, that was adapted through total ski racing techniques, and it helped me draw tighter, straighter lines through the course. It got us into riding tighter, faster courses. We were riding courses that were 50 to 75 cones, 5½ to 6 feet apart. Before that, the slalom racers were riding courses 8 feet apart. With our new cambered boards, they turned 3 times faster than the stock board on the market at the time . . . these were hand-made boards that Bobby Turner designed and built. They were the most advanced slalom boards in skateboarding at that time, and today they're even more advanced. So, we were testing these skateboards ski-style, and Tommy Ryan was testing them surf-style. We got into competition, we found out that they worked, that they could beat the best, which at that point was FibreFlex. So we started really pushing our slalom, and we raced. We had our local crew testing these boards out, and we went underground for about a year until we came up with a new design, a new model. We really pushed our slalom boards a lot in Colorado because I moved back to the mountains when the ski season started to start ski racing again. That was my goal, I was gonna be a top pro racer and all my energy was going to that. As skateboarding started getting heavier and heavier and it started getting more and more exciting, my interests and ambitions switched from ski racing back to skateboard racing, which is much more of a year-round sport. It's probably the most exciting thing happening in the sport today because you have head-to-head slalom races and it's 100% go-for-it. If you hold back a blink, you lose. You can determine who the winner is and who the loser is; there's no argument: Whoever crosses the finish line first wins. In freestyle or park riding or bank riding or pool riding, it's very hard to determine who the winner is—because it's judged on style and technique so much—while slalom racing is judged on the fastest time of the day; that's who takes home the money. Well, I'm into skateboarding 100% right now, and I'm into riding pools and slalom both.

WHAT EQUIPMENT ARE YOU USING NOW?

I ride for Brewer Skateboards and I have two models coming out. One is a 29" freestyle model and one is a 30" pool model. Both are made from a strong wood laminate core. I think it's important to ride wood in vertical wall situations because it's what's happening. I rode everything, and that's what I'm into right now, that's why both my models are wood; wood is probably the most durable board happening today, for this time and space right now. But when it comes to slalom racing, I ride a foam cambered board which Bobby Turner makes for the Brewer Racing Team. The reason for that is that Turner makes the best slalom board in the world today. It's a fact. For wheels, I ride the new Kryptonics Green Kryptons, I'm diggin' on 'em.

HOW IMPORTANT DO YOU THINK EQUIPMENT IS OVERALL?

Well, equipment gives you confidence. Either your equipment works or it doesn't. Anything *will* work; but when I say "work," I mean "works best." Now, the way I skate, I try everything. I'll ride anything once, and if it works, I'll know it; if it doesn't work, I'll know it's bunk. I've been keen on equipment ever since I got into skateboarding because I'm a slalom racer and equipment makes it or breaks it. That's what racing is about; it's testing equipment to see what's best. Lately, I've been getting into riding banks and parks a lot because I design skateboard parks, you know—that's what I'm really into, designing parks, and I'm also into promoting skateboarding in the United States as a sport, not just an image. It's definitely gonna be in the Olympics and it's definitely a sport that's here to stay. When we have international competition, equipment comes into the picture heavily. I've been working with Michael Williams designing a new truck called the "Phoenix." The "Phoenix" is a new design strictly for banks, pools and freestyle. This truck gives much more control in turns, on spins and, especially, on coping. We've been getting a lot of help from D.T. Boys, especially from Billy Uron, Adams, and a little bit from Shogo and Alva. They've tested this new truck along with Dennis Martinez and the others here. The truck has a split axle, but it has a different pivot point and you can change your pivot by adjusting the tension; it enables you to get whatever kind of turn you want out of the truck; whether you want a fast turn or a slow, carving turn . . . you can ride in a pool and draw lines nobody else can draw. It's *intense.* The things you can do on these trucks are insane. It's not because I ride for this company that I'm telling you this; it's because these trucks are the newest thing on the market and they're total technology. They've taken other trucks and incorporated what's good about them and taken out what's bad about them, and incorporated new ideas. It's up to the rider to go out and test them, but it's so hard to introduce a new truck or any new item on the market today because there's so much criticism of anything new or different. You need a rider to go out and test them. The testing ground exists with *any* skater, whether in Wyoming, Colorado, Florida or even California. You just go out there and try it for yourself and then see. But don't get caught up just riding what you see in the magazine . . . test it for yourself. That's where equipment comes into the picture, especially for me. I'm into testing new equipment. Anything new on the market, I'm gonna try it. I want to ride the best thing happening because

Party-person, Piercy, on Catalina: ". . . it was a fantastic boat ride." Photo: Bolster

I'm into skateboarding and I'm into bettering my skating and getting more radical . . . and you do that by pushing yourself and by pushing the equipment you ride.

YOU HIT ON SKIING A LOT AND RELATE IT TO SKATEBOARDING, BUT YOU HAVE SURFED A LONG TIME, TOO. IS THERE ANY RELATIONSHIP TO SURFING IN SLALOM?

There's a lot—basically in the psyche involved. If you've never surfed, it will be hard for you to understand this; but if you do, then you're hip to what I'm talking about. When you're surfing, there's never enough waves for a few of us, regardless how consistent it is . . . considering the mad pack out there and all the cords dangling and all the dwids chirping and the natural scene that every surfer's bound to face between the beach and the outside. But, it's getting your head prepared to meet those guys and knowing how to get through 'em and turn around and catch the waves without causing a scene or ripping somebody off for their wave. That takes a heavy psych that you get through years of experience of dealing with that pack. Like in slalom racing, when you're at the top of the ramp—especially in head-to-head dual, when you look at your opponent—you know that both these guys are going for that wave and only one of them's gonna get it; that's where my surfing experience helps me a lot in the determination of making sure I'm gonna get that wave, in making sure that I'm gonna cross that finish line first. It comes from the self drive that you get from surfing every day and pushing yourself. In surfing, you can surf mellow or you can surf radical. The same in skateboard racing, the same in slalom racing; but in surfing, there's a lot more elements involved: The wave's moving, you're moving and you're not connected at all. In skiing, the hill's stable, you're connected to your skis; and your skis never leave your feet unless you eat it, and then you've got safety straps or ski stops, and you put 'em back on before you continue. Whereas, with skateboarding and surfing, you and your board are just totally balanced and it's totally footwork. The footwork is in relationship to you doing your riding; you know, training skateboarding and training slalom, they're basically stable, they don't change; whereas in surfing, the whole wave goes off, you surf the wave, and after you kick out, the wave's gone . . . it's over. The whole thing's moving and it's going off. You have to anticipate and meet that wave. Surfing is a thinking sport, I mean, you have to totally anticipate what's going to happen; it's so important! More important than skiing. In skiing, you can always recover because the hill is stable. In slalom racing, in a tight slalom, the

cones are so tight and so straight, even in giant slalom, that you usually don't have time to bring it back in if you blow out. It's an automatic d.q. So, you have to psych yourself to look ahead and watch the course; your run has to be put through your mind before you even take it, because you're looking so far ahead; if you don't, you don't make the course. So, they're a lot alike in that respect. Surfing is a much more religious sport with me; I surf for myself. In skateboarding, I race for my sponsors . . . and also myself, for my own ego to win . . . but I am doing it for a lot more people and a lot of other exposure. When I race, I'm racing for my sponsors and I have something to prove for them. They put their faith in me, so I have to make that finish line first, I *have* to beat the other guy. I'm pushing our products because I feel they're the best. I'm riding Brewer boards and Gullwing Phoenix trucks; it's up to me to beat Hobie or McIntyre or whoever. It's the sponsors racing each other, and as soon as the sponsors get more into their riders and more into racing, the sport will go a lot further. Right now, there's a lot of sponsors who are afraid of me, they're afraid of what I represent, you know, what Brewer represents. We go for it; we put ourselves on the line, especially when it comes to races.

YOU'RE 22 YEARS OLD AND YOU'RE A PROFESSIONAL SKATEBOARDER. YOU'RE PROBABLY WHERE A LOT OF KIDS ARE GOING TO BE IN SEVERAL YEARS WHO WANT TO BE PROS. WHAT'S YOUR LIFESTYLE LIKE?

Well, I'm pretty much on a health diet because I'm into being an athlete. I don't have a football background, so I'm not a natural jock and I'm trying to turn into one now, basically so I can hold my title for years to come. You do that by eating good foods and not by going out and partying every night. I do occasionally like to go rock and roll. I like disco music, I like disco clubs; I go out nightclubbing one or two nights a week. What's really funny is that the people I go nightclubbing with have a whole different lifestyle than I. They're total disco ducks, all they do is disco. They disco at night and they're deejays during the day. It's really funny that somebody like that can get together with a skateboarder at night and actually flow on the same ticket. It amazes my friends almost as much as it amazes me how I do it, but I really like dancing. If I'm not gonna go dancing at night, I

"My skating, surfing and dancing help my love life." Photo: Bolster

won't break out my leather jacket, I'll break out my tennis shoes and hit the park for a night session. It's really funny how they work together. I think anything you do with your body and your mind can be related to other things you do. My dancing helps my skating like my surfing helps my skating. My skating helps my surfing. My skating, surfing and dancing help my love life . . . and my love life helps my skating! I hope that this doesn't confuse you because it confuses me; but, I guarantee you, with me, they're all related to each other, they're all related to my daily routine. I try to keep my life motivated. The worst thing for you to do is to give up and quit. As long as you can make yourself go out and *do* something, then you're on the right track because you're being progressive in your lifestyle. It's not a dead lifestyle when you're doing something with the juice you have. By pushing that juice, you keep yourself motivated and rejuvenated; at least, with me it works that way. I don't know how it works with someone who weighs 250 pounds and is 5'2" . . . I don't know if he can find that kind of motivation in his daily routine; but I can, and my lifestyle's pretty simple. I live at Sunset Cliffs, San Diego. I wake up in the morning and go right down with my dog to look at the surf; either I'm out in the water, or I come home, eat breakfast, go skate, go run slalom for 2 or 3 hours or call Martinez, Michael Williams or Wally. We've got a lot of good skaters who live down here right now, so it's easy to find someone to go skating with; it's kind of boring skating by yourself. It's better to go skate with your brother. I find if I can keep a full schedule in my daily routine that that's what helps me progress in my racing. I find the minute that I try and slack off, I find myself sitting at home trying to watch the tube—I'm not interested in t.v. I'm not into staying home and being uncreative. There's too much to do out there. I'm 22 years old and I know I'm not gonna do as much as I wanna do, but there's still a lot of things I intend to get done.

"Pushing it" on Spring Valley's vertical Clover Leaf bowl. Photo: Jim Goodrich

WHY DON'T YOU ELABORATE ON YOUR OUTLOOK ON HEALTH AND CONDITIONING?

I think it's very important to keep health consciousness in racing today. You find yourself at an age where you don't have enough money to do what you want to do; then when you do (have it) a lot of people are already burnt out. By "burnt out," I mean they're overboard. I don't drink at all; I don't drink and I don't smoke and I don't mess around with drugs. It's important for me to keep that set-up in my daily attitude and my daily lifestyle, because it would be my downfall, like it is the downfall of so many other top athletes, not only skaters. It's easy for me because I don't *like* liquor and I don't like smoke; cigarettes are bad for you and liquor is bad for you. They don't have anything I need in my lifestyle or in my life. I'm not a religious man, but, at the same time, I'm into health.

YOU'VE GROWN UP ON THE BEACH AND YOU'RE ESSENTIALLY IN THE SAME SCENE NOW THAT YOU HAVE BEEN IN ALL ALONG. ARE THERE ANY PEOPLE WHO'VE BACKED YOU OR HELPED YOU ALONG THE WAY?

Of course, definitely. There's always people who play a major influence in your life; they can steer you in the right direction or the wrong direction. I was fortunate to have a few top surfers in the old days really steer me in the right direction. Neil Norris [a top surfer] had a lot of influence on me. He turned me on to Mexico and the latest in surfboard design. Back in that period of time, there was a man who helped make surf-

ing what it is today. Skip Frye took a handful of us P.B. area surf rats, or whatever you want to call 'em, and taught us. Through "Skipper," I met a man named Stevie Lis, a classic guy and a great shaper. One of the main influences I've had is a man named Phil Castignola who owns and runs Select Surf Shop. Phil has been behind me since I was 11 years old. He helped me order my surfboards, he helped me enter contests . . . he's pretty close to a father to me because he's behind my surfing. Now Phil has turned his shop into a skateboard-surf shop and is doing it for kids in the P.B. area today. Well, enough of surfing. The people that influenced me in skateboarding probably the most has been . . . myself. I got into slalom racing by trying to do a totally different technique than anyone else had going. Basically, we had the ball and just took it and ran. It's kind of hard to say—people who were involved in that particular aspect of the slalom world at that point were people like Tommy Ryan, Conrad Miyoshi, Michael Williams and myself. We were skaters skating together. Michael and Tommy were surf style and Conrad and I were ski style. Yet, we'd race together and run the same courses. Those guys were sold on surf stance and I was sold on parallel stance. I think we helped each other by racing each other, by working with each other every day. When it comes to banks, Tom Inouye showed me a lot because he was the first guy that I've skated with in banks who's totally doing surf moves on banks. By that, I mean, going up and doing 6' slides in parks. I would have to say that Wally and Brad Strandland are probably the two guys who influenced me most in bank riding. The first time I was blown away was when I watched Tony ride a pool; then, right when I was flipping out, I saw Jay show up. Then I really blew my mind! At that point, I said, "I'm getting into this and I'm gonna do it." Since then, I've been influenced by Dennis Martinez quite a bit because he lives close to me—that's who I do a lot of my riding with right now—and Rodney Jesse, another team member; these guys are just totally radical. There's a lot of hot skaters, but to see 'em in live action, you just can't believe it. They do not give up. They've got so much juice going for 'em, it's unbelievable.

"If you hold back a blink, you lose." Piercy, shakin' and money-makin' at the Catalina Classic. Photo: Bolster

YOU WERE A COACH AT THE HEAD SKI RACING CAMP IN COLORADO. WHY DON'T YOU GO INTO THAT.

O.K. Well, in ski racing today, they have these race camps which have the top coaches, which, in turn, teach the top skiers in the world. I got into it and coached by running the video-audio department for the race camp. The kids coming to these camps are the hottest skiers in the country. They come here because they're shooting for the Olympics and they want to work on their technique and stay on top of it. Now, these youngsters have total professional attitudes around the age of 12 or 13. At 12 and 13, they're so dedicated and so devoted to skiing, it's amazing. I didn't realize how much so until I got involved in the kids' camp. We had skateboard riding activities. We'd have race camp up until 1:00 where the kids would ski all morning. Between 1:00 and 4:00, we'd have recreation, and I was in charge of recreation, so I had 3 activities going: Volleyball, horseback riding and skateboarding. I couldn't believe how enthused the kids were to skateboard. I had to cancel the horseback riding and double the skateboarding sessions because we had so many kids who wanted to skateboard. It's such a close line between the two! The kids that ski, the young skiers across the country, can get on a skateboard and be totally ripping within 2 or 3 days because they already have their balance points worked out. They have that balance going for them, and it's amazing the talent that these kids possess. They don't have a surfing background at all, they have a total skiing background; but they get on a skateboard and they're at home. After a couple of hours, they've got it wired and they're totally together.

WHAT EQUIPMENT DO YOU USE FOR SKIING AND SURFING?

In the ski world, there's so many good makes that it would be hard to pick a favorite. I try to ski in tight slalom with 205's (205 cm); for downhill, I use 222's, and in the bumps, I use a 200. Most skiers use the short skis in the bumps, but I'm into carving faster lines and I don't dig short boards. I use Salo-

mon bindings, Nordica boots and Scott boots. In surfing, I use O'Neill wetsuits and I ride a new surfboard—which is definitely the most progressive surfboard made today—called the "Fish." By that, they allow you to travel into places on a wave that most boards won't even fit. Seeing is believing. The Fish is designed by Steve Lis, one of my closest friends, and that's why I'm lucky enough even to have one; they're definitely the most happening surfboard in California for small wave conditions. But, in larger waves (anything over 8′), which we don't really get too much around here—sometimes in Mexico—I ride a Sammy Hawk. Sammy shapes all my boards for larger waves. I have confidence in Sammy's surfboards; Sammy and I can relate. It's really important to be able to relate with whoever shapes your boards for you. Of course, we all know Brewer makes the best surboards and that's why Steve Lis shapes for Brewer now; and, of course, Sammy *is* Brewer.

LET'S GET INTO RACING. WHAT KIND OF PSYCH DO YOU EMPLOY?

I try to employ kind of what you might call the quiet Ali. By that, I mean I have myself so psyched up that *I* am the man to beat. That's not ego. I have myself, I've trained and worked out hard enough, I try to totally know that there's no one there that can touch me and that allows me to go for it 100%, it really does, because I'm not hung up on worrying about it, about anybody. Everything I employ goes into my own run, not their run.

HOW IMPORTANT DO YOU THINK PSYCH IS?

I think it makes it or breaks it, because if you can't psych somebody else out, their psych will usually get to you—especially in head-to-head slalom, because in head-to-head slalom, psych is such an important part of it. It's head-to-head, man; you're talking and looking at each other, and you're looking face-to-face; I can look through my opponent like he's not even there. The reason I can do that is because I'm convinced I can beat 'em. The technique I use, the way I race and attack a course, you know, if I don't beat 'em, it's not because they beat me, it's because I made a mistake. I have myself convinced of that.

WHO DO YOU THINK ARE THE TOP RIDERS PSYCH-WISE?

The top five psych guys? Definitely the number one psych was Henry Hester; I say Henry because he was probably the most perfect champion you'll ever get. He's an all-American boy, he surfs well and he's a heck of a nice guy. I mean that. Henry's got a good psych going for him because he really takes it seriously; he'll talk to you, but when it comes right down in the gate, he's like a bull, and he'll get to you. He'll try to make you come out strong when he's *appearing* to come out, but he'll hold off and let you make the first mistake. He's an opportunist, and he'll follow up on that. It's shown. He was the 1976 top winner in every top race he was in; I should know: I was number two in every race right behind him! That's a hard position to stay in. Another one definitely is Tommy Ryan because Tommy, on any given note, will attack and kill; he's known to be a hungry racer who will race anyone at *any* time for *any*thing. Of course, one of my closest friends right now, a guy that I've been really working with a lot, is Michael Williams. He's an intense racer. He's got intense psych going, definitely! Michael's a strong boy, a strong skater; he's got a strong pump, and he's hungry. He grunts through the course! You can hear him coming. If you ever have a chance to watch any of these guys race, you'll be totally stoked, cuz they're all really on top.

I have myself pretty much psyched out before I enter the race. I make sure I get a good night's sleep the night before, stay away from the skate groupies—they're at every contest ready to latch on, and it's pretty hard being a top racer and staying away from them, especially me being single—but if you can make it that far and get a good night's sleep, then you know the next day you can give it all to the course. That's what I try to do. I try to come out practicing; I practice really hard, eat a strong breakfast, and come back ready for the competition. My psych has been known to work for me in the past, and I guarantee it will be working in the future (all you racers out there)!

WHO DO YOU THINK IS THE MOST

UP-AND-COMING SLALOM GUY RIGHT NOW?

I would probably have to say it's either John Hutson or Conrad Miyoshi. Conrad's got a really clean style, a much prettier skater to watch, but John Hutson's hungry. He was on the Colorado circuit this winter, which I failed to make because I was doing these road shows . . . (I'm pretty much into skateboard shows right now, trying to take skateboarding into other cities in the United States and show them what slalom and ramp riding is all about. There's a lot of skaters out there who need to be tapped, and I think once we get it out there, then it'll take off from there) . . . back to John Hutson. He's probably *the* most up-and-coming racer.

BETWEEN GIANT SLALOM AND CONVENTIONAL SLALOM, WHICH DO YOU PREFER?

Well, g.s. is basically a longer course down the same steepness hill (a downhill course); an offset course like that—basically, the courses are set off the fall line and you have to draw a much longer arc to make it through the course—it's more of a speed line. Tight slalom is what I dig, because in tight slalom, there is a lot happening. It's quickness, timing, rhythm . . . that's my main thing, cuz that's what I'm into. I put together a good act when I race tight slalom because I attack; I have a clean style and I'm ahead of myself and my timing's there. Tight slalom is basically 5′ apart between cones in a straight line, offset maybe no more than 1′ to 1½′ off the fall line (the fall line being the straightest part of the hill; a straight line down the fall line is a straight line down the hill). In tight slalom, you create much more of a rhythm, and in head-to-head competition, that rhythm is really intense because of the fast pace and action. You have to be so hungry and so quick, it's insane. It's a heavy thing, the agony of defeat, because if you lose when you're racing head-to-head, it's not like losing against the clock where you can't really tell: When you're racing man-to-man, it's who attacks the course the most.

WHAT'S YOUR ATTITUDE ON CONTESTS? WHICH ONES HAVE YOU BEEN IN, WHICH ONES DID YOU LIKE AND WHICH DID YOU DISLIKE?

I liked every contest I was ever in, whether I lost or placed third or placed first, simply because contests bring out the top competitors in the United States. It brings all the guys together under one roof to go for it, and I love seeing that because I'm a competitive person (as you can tell from my track record). The best contest had to be Catalina, strictly because all the elements were perfect. It was out on the island; it was a very soulful boat ride out there, which maybe I'll get into later. They had a good head-to-head course. Peter Camann, a man from the Colorado circuit, put on the race (for sponsor Alan Seymour) and it turned out hot. Those guys did a fantastic job. Everybody running the contest knew what they were doing, they didn't mess up on any of the times and they had a fantastic timing system. The contact timing system turned out really good, there were good times, the competition was head-to-head, and, besides . . . I won! It also had an excellent downhill course, and the media coverage was excellent. ABC Wide World of Sports covered both the events and they did a great job.

LET'S GET INTO SOME SPECIFICS FROM YOUR COMPETITION TRAINING PROGRAM.

Well, besides being a surfer, skater, etc., I keep in pretty good shape. I work out at Brull's Gym, which is the local gym-spa in our neighborhood. I'm usually joined by Jon Riddle and Stevie Lis. These guys are really keeping me in shape; I'm their boy, and they both surf for Brewer Surf Team, along with Michael Ho and Sammy Hawk. We all have an excellent working/training program together. [Greg] Albertini's captain of the Team, he's in charge of all of us. He keeps us all pretty much in line.

SINCE YOU'RE INTO SKATEPARK DESIGN, WHY DON'T YOU DO A RUNDOWN ON THE VARIOUS PARKS.

Well, there's a lot of parks being built in the United States right now. Some of the better parks I've seen are: Mission Valley, Skateboard Heaven, The Pipeline Park, and Sparks. My roommate, Tommy Ryan, is resident pro at Sparks, and he's got an excellent teaching program going there.

WHY DID YOU GET INTO SKATEPARK

". . . I'm here to stay." B.P., applying his successful attack philosophy to the vertical, illustrating the strength of his convictions and versatility. Photo: C. R. Stecyk III

DESIGN?

Well, I built a couple of parks here in California, a couple back East, one in Texas; and, being around and seeing the kids who were skating, I just wanted to give them a place so they can go ride with their friends away from the street, basically, a place where their parents can see where the sport's going, you know; cuz skateboarding's definitely gonna stay. Skateboard parks are a place where skaters can get together and work out and it doesn't cost a *whole* lot of money. Most parks are having mothers' days and ladies' days to get a lot of females involved in the sport. I think it's great for mothers to take part in skateboarding. They can go with their kids, they can skate—skateboarding's not only for kids: It's for mothers and fathers, too. I think with the skateboard park activity that's going around today, skateboarding is definitely up-and-coming in the near years. It has to be. It's too clean of a sport, too much fun; there's so many elements of skateboarding, between freestyle, slalom, skateboard park riding, pool riding, high jumps and barrel jumps . . . what other sport offers that many variations? It's incredible.

WHAT DO YOU THINK WOULD BE THE MOST IMPORTANT THING FOR ANYONE WHO REALLY WANTS TO GET INTO SKATEBOARDING TODAY TO DO?

I think, basically, keep safety in mind. Skateboarding is a very safe, healthy sport, as long as you wear safety equipment. Safety equipment is probably one of the most important things happening in skateboarding today, because it allows you to learn how to skate and have fun without resulting in any accidents or abrasions or breaks. All the pros know it, and most of them wear safety equipment. I use Rector safety gear and use their new gloves and shorts with pads in the hips. I wear hip pads because I skate parks and I want a little hip protection when I roll and slide out and when I'm trying to do my 360 slides or whatever. Elbow pads and knee pads are vital. I feel that safety equipment is probably the most important thing to a young or old skateboarder who wants to get into the sport.

AFTER YOUR NUMEROUS AFFILIATIONS AND SPONSORSHIPS IN THE INDUSTRY, HOW DID YOU HAPPEN TO LOCATE WITH BREWER?

Well, Brewer is run by a man who has got a whole lot of pull in a number of areas. Brewer has got an excellent team going in the surfboard industry and I felt that with Rodney Jesse and Kenny Means they had a good opportunity, and with a good slalom racer they could take it a long way. They have a good product; they offered me one of the best models I've seen on the market today. Brewer's here to stay, and I'm here to stay; so I wanted to go with a strong team that was going to give me the backing I needed to go all the way. When you're racing, you need a strong sponsor behind you, cuz without sponsors, it's hard to travel, hard to get around and make all these contests. Then, once you make 'em, you have the confidence of a good team behind you to help you stay there. I feel I have that with Brewer.

WOULD YOU CARE TO ELABORATE ON THE STRANGE ALLIANCE BETWEEN YOU AND SOME OF DOGTOWN'S MOST NOTORIOUS FIGURES?

Well, all I can say to that is that I do have some relationships and ties with some bros up there, and I'll probably continue to keep 'em. The fact of the matter is, that's the way I like it.

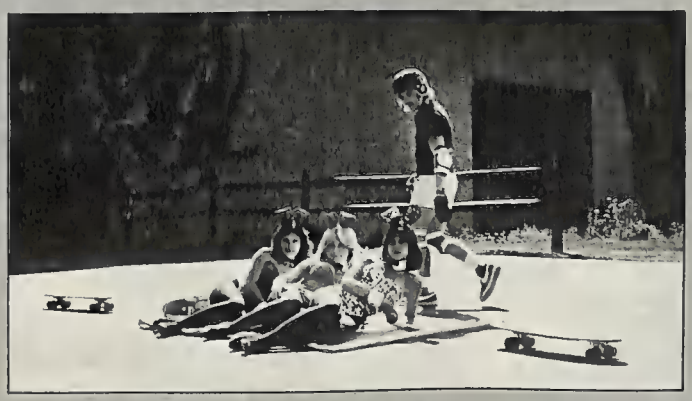
THERE'S BEEN A LOT OF TALK GOING AROUND CONCERNING THE BOAT RIDE BACK FROM CATALINA. WOULD YOU CARE TO CLARIFY THAT FOR OUR READERSHIP?

It was a nice ride. After the winner's circle, of course, we went back with the big victory, the first in a long time; and I was partying with the Turner Team—I usually don't party—but after a celebration like that, with ABC Wide World of Sports covering it and all, I was just feeling awfully loose that night, and it was a fantastic boat ride. The bathroom facilities weren't quite up to par, due to the number of people on that boat ride, especially friends of mine; but I just enjoyed the whole ride.

DO YOU HAVE ANY GENERAL ADVICE FOR OUR READERS?

Definitely: Skate, skate, skate!

DO YOU HAVE ANY CLOSING COMMENTS? I owe it all to my Mom.



B.P. sets the stage for some Bunny Hopping at N.J. Playboy Club . . . "What other sport offers so many variations?" Photo: Friedman

"My psych has been known to work for me in the past." Photo: Cassimus

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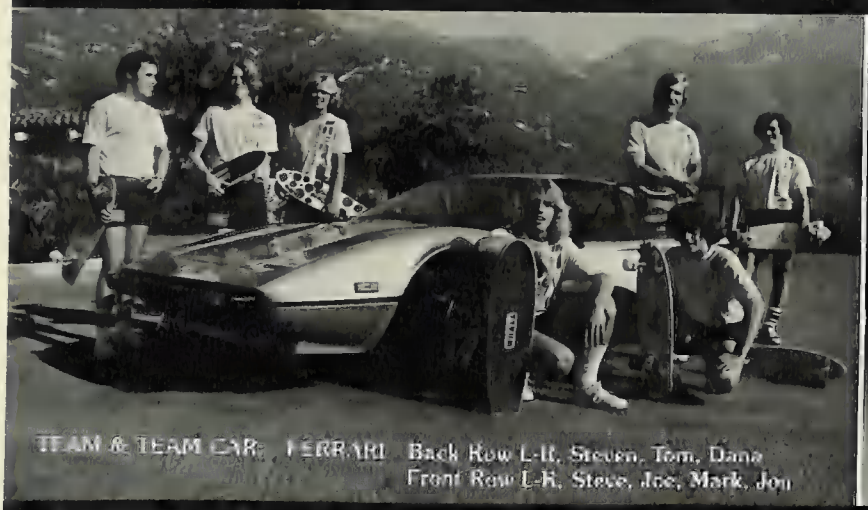

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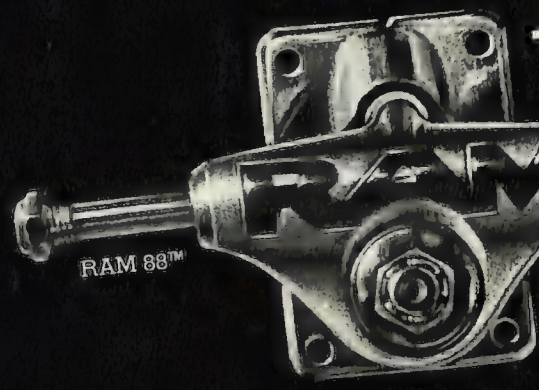

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FIRST ANNUAL SKATEBOARDER POLL

RULES:

Below are listed alphabetically the nominations for the First Annual SKATEBOARDER Poll of the world's best skateboarders. Voting is based on outstanding performance in 1977. The reader is urged not to make selections on personality or past performance, but on the basis of who skated best in 1977. Consider contest records as well as general skating performance throughout the year. The list of nominations was compiled by the top skaters and lists provided by the Associations. We feel that '77's best skaters are among the nominees. This is not to exclude a write-in if you genuinely feel his or her performance to be better than that of those listed. NO SKATER MAY APPEAR ON YOUR BALLOT MORE THAN ONCE. In other words, do not give first and second place, or more than one place, to the same skater OR YOUR TOTAL BALLOT WILL BE VOIDED. Naturally, in a list of this sort, there will be some skaters who might be considered borderline. There will also be others not on the list who could be considered borderline. The purpose of this SKATEBOARDER Poll is to select the top skateboarders for 1977.

Nominations for outstanding skateboarders in 1977:

MEN

Jay Adams
Mike Aiken
Tony Alva
Kevin Anderson
Huck Andress
Waldo Autry
Gregg Ayres
Brian Beardsley
Bob Biniak
Rick Blackhart
Mark Bowden
Mellow Cat
Steve Cathey
Chris Chaput
Craig Chaquico
Randy Clark
Paul Constantineau
Paul Cullen
Dave Dillberg
Eric Dressen
Paul Engh
Murray Estes
Pat Flanagan
Fred Flavell
Lee Gahimer
Mike Goldman
Charlie Gonzales
Guy Grundy
Russ Gusnell
David Hackett
Paul Hackett
Gunnar Haugo
Henry Hester
Skitch Hitchcock
Darren Ho
Paul Hoffman
Russell Howell
John Hutson
Tom Inouye
Roy Jamieson
Bob Jarvis
Rodney Jesse
Torger Johnson
Eddie Katz
Vince Klyne
Shogo Kubo
Arthur Lake
Gordy Lieneman
Curt Lindgren
Brad Logan
Bruce Logan
Bob Madrigal
Ernie Martin
Dennis Martinez
Jimmy McCaul
Conrad Miyoshi
Bob Mohr
Steve Monahan
Jim Muir
Ed Nadalin
Tony Nails
Layne Oaks
Chris Owens
Tom Padaca
Ty Page
Stacy Peralta
Bobby Piercy
Wentzle Ruml
Tom Ryan
Doug "Pineapple" Saladino
Rodd Sanders
Marty Schaub
Steve Sherman
Steve Shipp
Denis Shufeldt
Doug Schneider
Tom Sims
Bob Skoldberg
Dale Smith
Marc Smith
Randy Smith
Chris Strople
Greg Taie
Lonnie Toft
Jerry Valdez
Richard Vanderwyk
Bruce Walker
Gregg Weaver
Mike Weed
Mike Williams
Woody Woodstock
Chris Yandall

WOMEN

Robin Alaway
Ellen Berryman
Kathy Bomiesler
Kim Cespedes
Debbie Eldridge
Robin Logan
Becky Martinez
Michelle Matta
Kim Milburn
Ellen Oneal
Jana Payne
Edie Robertson
Laura Thornhill
Desiree Von Essen
Rebecca Williams

1977 BALLOT

Select 10 Men and 5 Women. No more than one place per individual skater. Make selection on basis of best performance in 1977. Use names of skateboarders nominated or write in.

Best Male Skateboarders in 1977

1.) _____
2.) _____
3.) _____
4.) _____
5.) _____
6.) _____
7.) _____
8.) _____
9.) _____
10.) _____

Best Female Skateboarders in 1977

1.) _____
2.) _____
3.) _____
4.) _____
5.) _____

Deadline for accepting ballots: February 15, 1978. Winners will be announced in the June SKATEBOARDER—on the newsstands May 20*th*.

LAST CHANCE!

Who's Hot!

JERRY VALDEZ

20 years old, rides for Imperial Century/Rainbow Skateboards

Jerry, unaided and unencumbered by artificial attaching devices.

"First I started cruising the streets of Hollywood, but that got a little gnarly—a lot of (strange people) in that area. I had to stay dry from that place. I resorted to the hills where I found my home, the Lake Bowl. It taught me a lot of the basics that you need. Then I got into pool riding and just totally o.d.'d on the sport, really got hooked."

Sitting in an Oxnard restaurant after a morning session at the new Endless Wave #2 (which he helped design), Jerry Valdez sips a custom concoction of raw eggs and milk and puts his relationship with the sport in a nutshell. What immediately consumes one's interest, however, is Jerry's characteristic jive, part of the reason why it's been said that he's one skater who fits that shell only too well. "I'm a product of my environment," he adds in mock defense. And yet, despite his often colorful idiom, his frequent jokes, or even his socially radical pranks (reportedly, even a few of the cross-town Dogtown boys have been outraged), Jerry is more widely known among his peers as an outstanding skate talent. Whether riding a pool in L.A.'s San Fernando Valley ("Things are *blazing* in the Valley") or an occasional park elsewhere, he always manages to draw welcomed attention—even without hip babble or deviant antics.

In pools and bowls, Jerry seeks out clean lines and doggedly attacks the lip. The limp hand, bent knees and crouched body on the approach, the hard whipping slides off the top, bear a distinct surf look despite little direct wave-riding experience. "I've maybe been out only ten or eleven times," he says, "pearled (dug the nose) every time—I've got that wired." But exposure to the surf cinema has, admittedly, left its mark, as, presumably, has his background in high school gymnastics. "I used to love tumbling, and then skateboarding swept me, or should I say 'wheeled me,' off my feet."

The intervening three years took him and cohort Marc Smith over the hill into the San Fernando Valley, where the pools were plentiful and the natives friendly. Early into tail taps, frontside aerials, and, *of course*, "aerial tail taps,"—"I go up, stuff the tail in the corner of the coping . . . and then free-fall upside-down and turn it around"—his local rep spread quickly. And then, late last summer, rumor began circulating that Jerry had literally fallen out of the scene. As he lays out the facts: "I was riding one of the Charasco Cockroaches brother's pools and doing an ad for Powerflex, and I blacked out at the very top, came straight down on my head. I didn't have a helmet on, so I went into convulsions and pretty much couldn't remember anything. I was in the hospital in critical condition for about a week—heavy, heavy brain buster!"

But, somehow, Jerry survived unscathed and is back and thriving. The only difference is, despite occasionally slipping up, he now uses and advocates safety gear. "I pretty much always try to wear mine—especially after my intense bongo!" Jerry is, in fact, a new member of the Pepsi Team, showing a more serious side as he imparts the safety message. "I always tell the kids, if you can get good without getting hurt, you're that much better than the Pros. Too many of the Pros are still on this macho trip of not wearing safety gear." As Jerry will attest, they eventually suffer for it.

Jerry is also favorably vocal about his current association with Imperial Century/Rainbow Skateboards, and especially stoked on their safety equipment and his upcoming signature model. That board is 30" long and ⅜" thick, and although cut in a light-weight wood, will be rigid. His truck and wheel favorites "for who knows how long" are Midtracks and Tunnel Rocks.

Also touching on the subject of equipment is Jerry's skating philosophy. In essence, he feels that practice, a "go-for-it" attitude and a basic board is all it takes to get hot. He explains further: "I think a lot of the artificial b.s. being put on the boards is just a big cop out; leave the suspenders to the cholos . . . and if you can't pull it off without a sissy bar, why even attempt it?"

And so, behind the skater and the person is a markedly aggressive frame of mind, whether dealing with his riding, life in general, or "b.s." in particular. It's most obvious in his exploits on inclines, yet also subtlely shows up in his flatland demos ("Freestyle can be a challenge . . . I give it my best"). For now, it's something Jerry wants to play out.

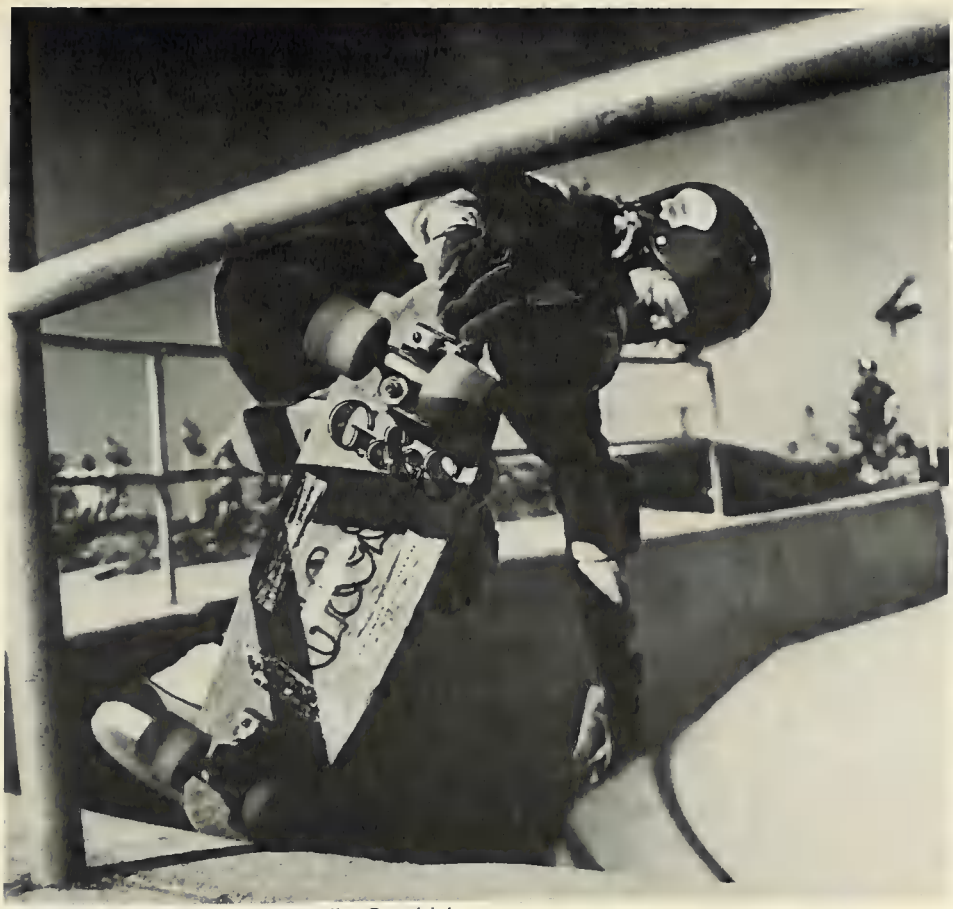
"I finished high school and decided I'd pursue my skating career, because you really can't get much skating done if you're going to college. I figure while I'm young I can burn myself out skating; and when I'm too old to keep it up, that's when I can put my brains to use . . . (not unexpectedly giving his lighter side the final word), if there's any left!"

BRIAN GILLOGLY

"I'm a product of my environment." Portrait of Jerry and friend. Photos: Jim Cassimus

Toe dance off the top.

"Things are blazing in the Valley!"



Blockin' up at Skatopia. Photos: Jim Goodrich

A quiet talent, letting things slide into place.

Weightless phasing. National City Pipeline.

Who's Hot!

JIM AKIN

13 years old, rides for Gordon & Smith FibreFlex

It was the summer of '76, high above the La Costa Valley on the famed hill in Box Canyon, where the Y.M.C.A. was setting up for a contest. On the scene was most every hot skater to come out of California. Among them was Jim Akin, a newcomer to competition, though hardly a novice to skating. The winning results that day, enough to turn anyone's head, were no surprise to Jim for they come from years of patient hard work.

It started three years ago, when skating was more of a passing fancy than reality. "All my friends started skating," says Jim; "I just did it because they were . . . it was a fad back then. But the summer after urethane wheels came out, my friends quit skating and started surfing. I just kept skating: I never stopped." Today, though equipment and maneuvers have undergone a complete metamorphosis, his drive and motivation have remained consistent and have earned him a place on the Gordon & Smith Team. His six-year-old brother, Mike, is also on the team, though he is more well known for the Pepsi commercial he was in.

At his home in San Juan, Jim practices an average of an hour a day in freestyle and even longer on banks. Even with his isolation from the two main sources of energy (Los Angeles and San Diego), he still keeps up on the energy of both. Traveling by whatever means are available (usually by train or with a fellow team member), he has taken on most skatable areas in Los Angeles and San Diego and has come to love such spots as the Flower Bowl, National City Pipeline, Skatopia, Upland and Reseda.

Possessing a rare ability to express himself in his skating, Jim has developed a tremendously optimistic and out-going life. Someday he hopes to get into skateboard photography and widen his already versatile talents. He skates somewhat in the style of his favorite skaters, Mike Weed and Stacy Peralta, but Jim has developed a style uniquely his own. "In pools and banks, I try to get as high as possible, but I don't just go crazy getting airborne. I work for a high performance level; I'm not really full-on aggressive."

Steppin' up at the Kona Bowl. Photo: Jim Goodrich

Jim's main board is a 29" WarpTail with HafTracks and Yandall's or Yo Yo's; but for freestyle, he rides a much lighter, extremely functional Steve Cathey model, cut down with Bennett's and 4's. This combination has proven most effective: He took first in freestyle and 360's in a contest in San Clemente recently. During the Oceanside contest, he had to enter the age division above his own—but then Jim welcomes the really heavy competition—and he cruised into 1st place in freestyle that day.

Though most of his long list of victories involve the flatland realm of skating, he's adept with the concrete walls of pools, banks and pipes. Since he's been skating, Jim has developed very quick footwork and an incredible sense of balance. For someone of his age, with an ability far beyond that, life has been a whirlwind rollercoaster ride, one that should take him far—even he doesn't know where.

JIM GOODRICH

David, rad ramp realization. Photo: Jim Goodrich

Who's Hot!

DAVE HACKETT

17 years old, rides for Gordon & Smith FibreFlex

Light-footing the blocks at Skatopia. Photo: Jim Goodrich

If the art of skating could be any more redefined by anyone, it would have to be by Dave Hackett. Though relatively unknown outside of the L.A. circuit, he is hardly an obscure personality and, at 17 years of age, he has emerged as one of the West Coast's top skaters. Born in Wilmington, Delaware, he received his first board at age 5 and wasted no time in getting accustomed to the asphalt domain around his house in Malibu. Over the years, Dave has had the opportunity to learn and skate with the best, such as Tony Alva, Jay Adams, Andy Pryciak, Chris Bellows and Kerry Cooper.

Even though Dave's real interest is in pools and banks, he has never been afraid to flow his talents in anything. In 1975, in his first major contest in the L.A. Sports Arena, he placed 1st in slalom. Then, at Ventura that same year, he entered yet another area of competition—freestyle—and took home 6th place. His display of versatility did not stop there, however; in the 1976 Magic Mountain Masters, he placed 2nd in slalom, 3rd in the obstacle course and 3rd in the speed race. Later that year, he was invited to the World Professional Championships at Long Beach, where he placed 10th in slalom. In late 1977 at the Catalina Classic, Dave ran up against long-established slalom racers and still took 5th place.

Shortly after last year's Cow Palace contest, he joined the Gordon & Smith FibreFlex Team and has been by far one of the team's major assets since. More recently, along with his brother, Paul (also a G & S Team member), Dave has been riding and promoting the new "Suspenders" in several ads and demos. He's also credited with being the first to do helicopters off a ramp with them.

When riding skateparks, pools and banks, Dave rides a 29" Warp 2 with Mid-Tracks and YoYo wheels. For his "Suspender" riding, he uses a 29" Bowl Rider with Mid-Tracks and Emotion wheels. Dave loves skating the streets around his home in "Sunset Mesa," but his favorite spots are Reseda, Skatopia, Arthur's Pool, Shell Bowl, Dino's Dog Bowl and, sometimes, the banks at Kenter School. Jammin' to his favorites, Ted Nugent, Aerosmith, Lynrd Skynrd and Genesis, Dave will take on most anything from a full-on downhill run to the most insanely vertical walls.

The first skater to wire Helicopter aerials. Photo: Bolster

Up against the wall, Malibu-style. Photo: Bolster

Being very much into surfing, Boogie Boarding and body surfing, it only stands to reason that his skating is a natural progression of his surfing . . . and, in some ways, vice versa. Applying his casual yet aggressive lifestyle to both, Dave has set his goals, reached them, then extended the limits even further. In all areas of life, most are only too aware of their limitations; but for Dave, as things appear right now, there seems no limit in sight.

JIM GOODRICH

Who's Hot!

KIRK TALBOTT

18 years old, rider for Tunnel Products

The jukebox blares some obscure New Wave-ish rock and light filters faintly toward Kirk Talbott's table in the Mexican restaurant which is part of Skatepark Paramount. His sleeveless "Alva" t-shirt still damp from an unseasonably hot November session (85 degrees) on the then soon-to-open runs, he contemplates the last few bites of a hamburger and sits back to recoup. Minutes later, Kirk is again on the course, preparing for an assault on the half-pipe.

After a few *seemingly* out-of-control whips off the top, Kirk pauses to speak to the park's manager, Ed Economy, jokingly complaining of indigestion from the food next door. Ed retorts with the age-old adage, "Never order American food in a Mexican restaurant," and Kirk, feigning resentment, goes off on another run. Ed, meanwhile, stays to watch, remarking: "Kirk is probably one of the top five skaters on vertical . . . anywhere." Employing a uniquely loose and light-footed "ragdoll" style, Kirk rips wildly through the trough and bowl below. Once more, Ed's words are right on.

Kirk Talbott grew up in the foothills of Sierra Madre, which he likes to describe as "right in the middle of everything . . . the Badlands, Santa Monica and Down South off to either side." A few years ago, he began freestyling with neighbor, Chris Strople, and then quickly switched over to bowl riding after the pair joined Skatepark Montebello's skate patrol under Tommy Inouye. From there, it was on to various pools and parks until finding his home-away-from-home (26 miles away, to be exact), the Upland Pipeline.

At Upland, Kirk is actually known as something of a local wonder, despite the fact that this park continues to attract many of Southern California's most outrageous rippers. But, as reports have it, Kirk *was* first (and remains among the very few) to lip slide the 15′ bowl. And no one attacks the pipe quite like he does, having mastered one-wheelers and axle-scrapers along the outside edge from well above vertical.

"It's a totally loose style . . ." Staying loose and staying on, at Oxnard.

It's not surprising, then, that Kirk characterizes his own riding as more attitude than style directed. "I just go for it. I push myself . . . try to make each trick more radical than the last one." His one saving grace when he pushes himself too far (as the percentages will have it) is that he doesn't panic. "Even when I do fall, I don't fall that bad. Like losing it at the eight line (about 4′ above vertical) in the Upland pipe and not getting hurt. I just kind of jelly out, stay totally loose . . . and it works."

As for equipment, Kirk rides Tunnel Rocks with Mid- or Half-tracks. Decks are in the 30″ range, his current favorites being a Caster and an Ick Stick ("It's made by some friends in the Badlands"), although a personal model maybe forthcoming.

Having graduated from high school last June, Kirk plans to continue his formal education this Spring, majoring in forestry at a local junior college. Beyond that, he hopes to eventually make enough money from professional skateboarding to support his "habit."

. . . Which is, exactly?

"Just getting around . . . skating!"

Of course. Considering his naturally uninhibited approach on the vert, that's quite enough.

BRIAN GILLOGLY

Unique edge play in the pipe.

"I push myself a lot." Sequential push, Upland. Photos: Jim Cassimus

EQUIPMENT UPDATE

This month, we see the addition of two new lines of competitive wheels to the skateboarding market, yet another indication of the advanced levels of performance with which the industry manufacturers must strive to keep up.

SCI COMP WHEELS

Sure Craft, Inc., of South El Monte, CA, has designed a high-speed wheel called the SCI Comp. These wheels are meant for the advanced skater's use in slalom, pools and skateparks. Measuring 2½" diameter by 1⅞" wide, the wheels come equipped with Koyo precision bearings and are available in orange, yellow, green and blue. Sure Craft assures us that this new urethane compound provides excellent traction in turns and at high speeds. Call (213) 579-5570 for more info.

BELAIR WHEELS

Belair Boards, Inc., of Bowie, MD, in conjunction with Uni-Royal Urethane, has developed a unique urethane formula exclusively for the professional skateboarder. This new compound, called Uni-Flow® has been incorporated in two wheel designs—the Belair Bolts® for street, park and pool riding and the Lip Bomb® (designed and endorsed by Chris Chaput) for all-around radical skating. For additional information, call (301) 262-7200.

Another indication of the world-wide popularity of the sport is that European companies are following in the innovative footsteps of their American counterparts by starting to design and manufacture their own skate vehicles.

SKUDA SKATEBOARDS

From across the waves in Norwich, England, comes news of the Pro-Am line of skateboards from Skuda Skateboards, Ltd. The Skuda L-A is a lightweight 27" by 7" laminated kicktail board made primarily of ash with two mahogany strips running the length of the deck. This board is available with Skuda 5¾" axle trucks and SK5 2½" diameter by 2³⁄₁₆" wide wheels or with Lazer Slalom 6½" trucks and ½" urethane riser pads.

The Californian is a 26" kicktail model which is hand-made from solid hardwood with a smooth, highly-polished deck. This board comes equipped with 5¾" axle trucks and SK3 2³⁄₁₆" diameter by 1⅞" wide wheels with sealed precision bearings.

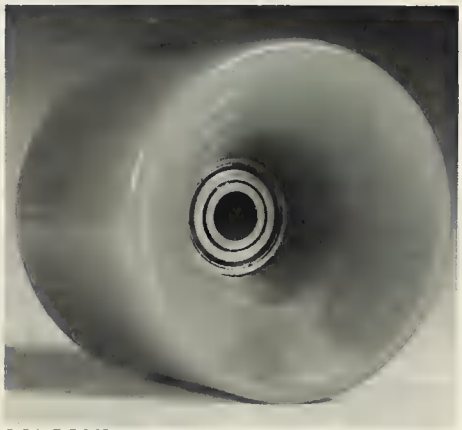
The safety equipment market continues to grow, as well. Here are two more products to help the skateboarder protect vital body parts.

MIGHTY MITT GLOVES

Hawk Enterprises, Inc., of Oakland, CA, produces a leather skateboard glove called Mighty Mitt. The gloves, available in red, blue or green sueded cowhide, feature an adjustable buckled wrist strap and heavy-duty pigskin palms and reinforcing pads. Mighty Mitts look good, feel good and, most importantly, provide good hand protection. A durable product, these gloves will give long and dependable service. Call (415) 451-0462 for further information.

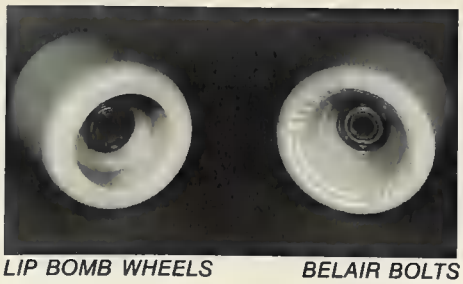
WHITE LIGHTNIN' PATCHES

White Lightnin', of St. Louis, MO, informs us of their new seat and knee patches made of top grain leather. The heavy-duty White Lightnin' patches carry a lifetime guarantee, helping to eliminate the skater's problematic "ragged rear end" condition when attached to your favorite skating pants. For more information, write to P.O. Box 11414, St. Louis, MO 63105.



SCI COMP WHEELS

MIGHTY MITT GLOVES



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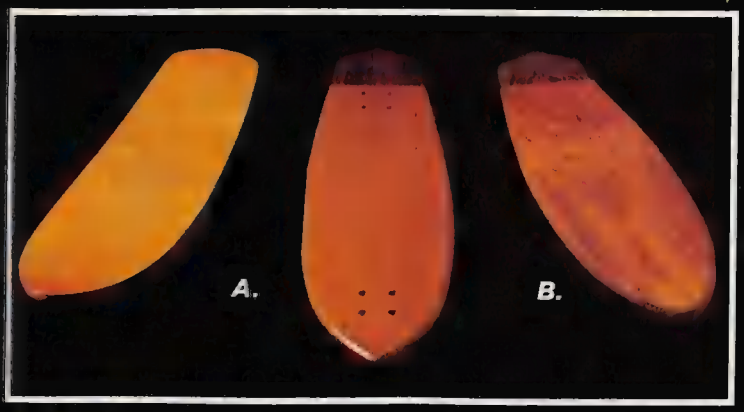

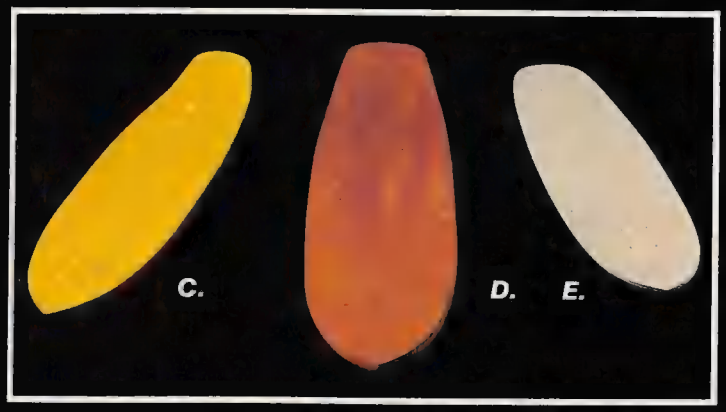

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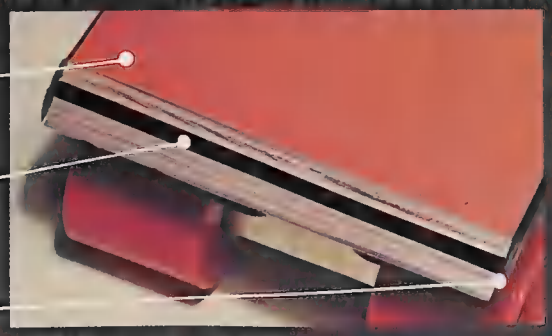

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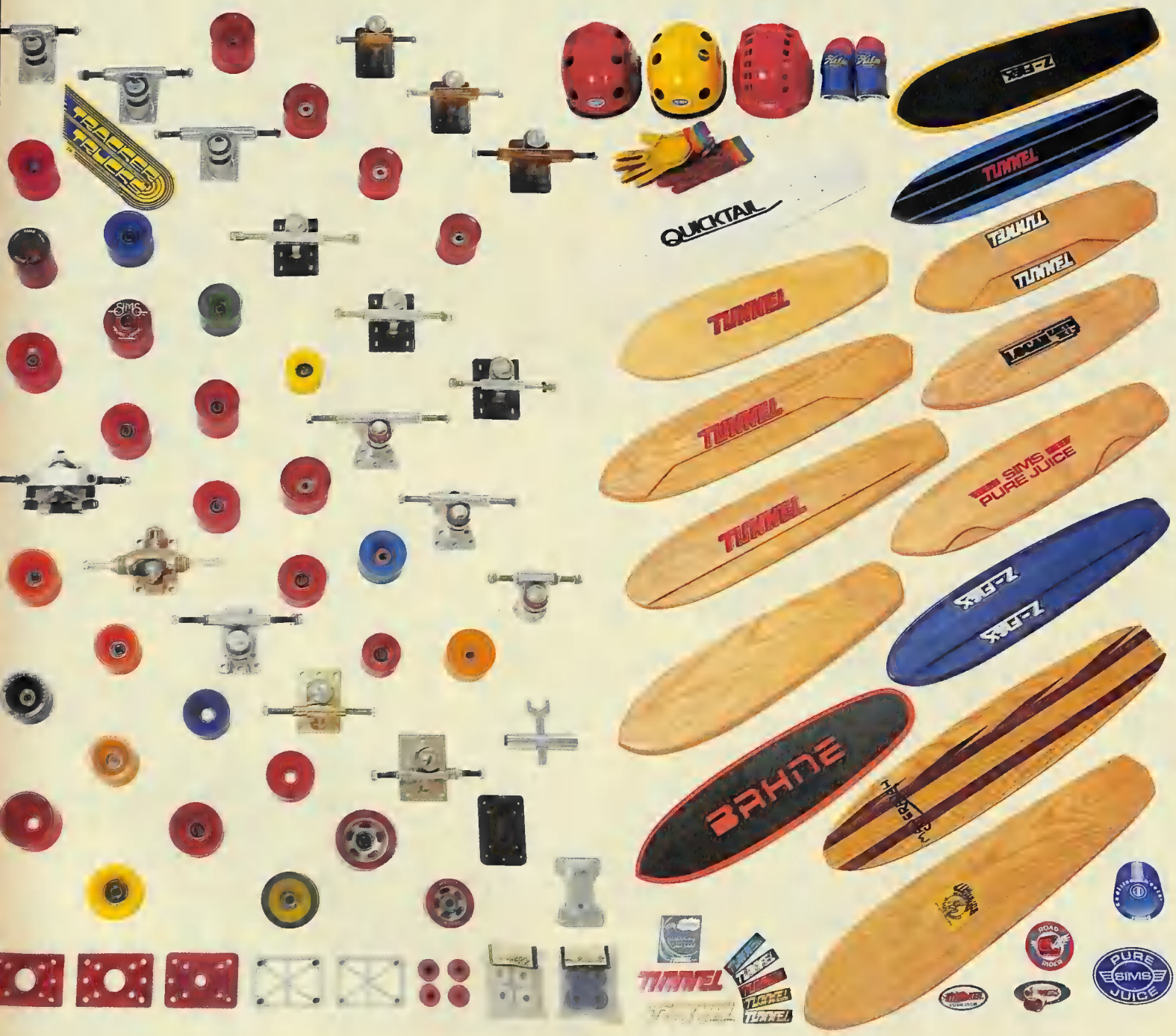

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27" Ultralight $27.95 ( )
Rockit 26" $22.00 ( ), 28" [redacted] ( ), 30" $25.00 ( ), 32" [redacted])
Logan 25" ( ), 27" ( ), 29" ( ) $18.95, Biniak Model $22.00 ( )
Tony [redacted] Dog" Alva "Signature Boards" Coming [redacted]
Maherajah Kicktail [redacted] $34.00 ( ), 30" $36.00 ( )
Wood Special Kicktail 25" with ACS [redacted] Holland Tunnel [redacted] complete $37.00 ( )
Motoboard [redacted] ( ), Carrying [redacted] $15.95 ( )
T-Shirts: 41st Avenue $5.50 ( ), $6.50 ( ), Tunnel $5.50 ( ), $6.50 ( )
Tracker $6.50 ( ), Sims $6.50 ( ), Z-Flex $6.50 ( ), Road Rider $6.50 ( )
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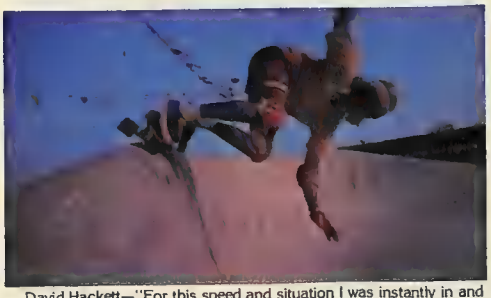
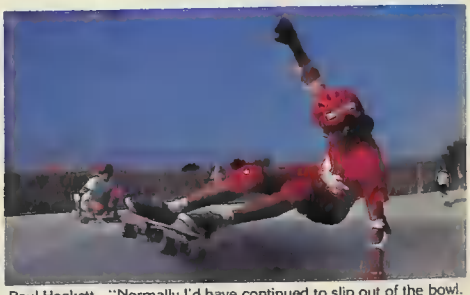


David Hackett—"For this speed and situation I was instantly in and out of, Emotion Wheels are thee only ones that could have pulled it off."

Tony Alva—"The rubber holds and the urethane speed flows."



Paul Hackett—"Normally I'd have continued to slip out of the bowl. Emotion Wheels brought me back in. I think I'll stick with these. There's no need to look elsewhere."

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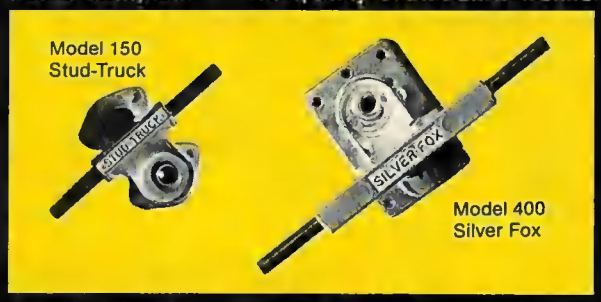

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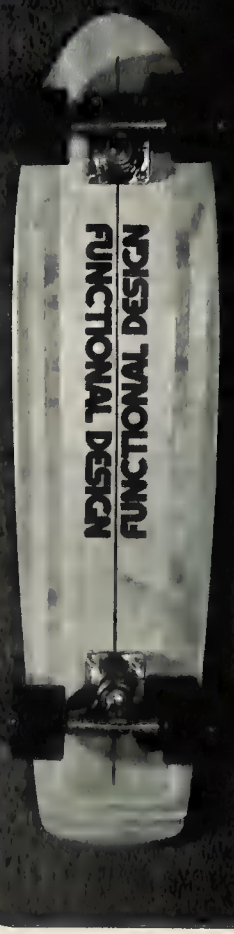

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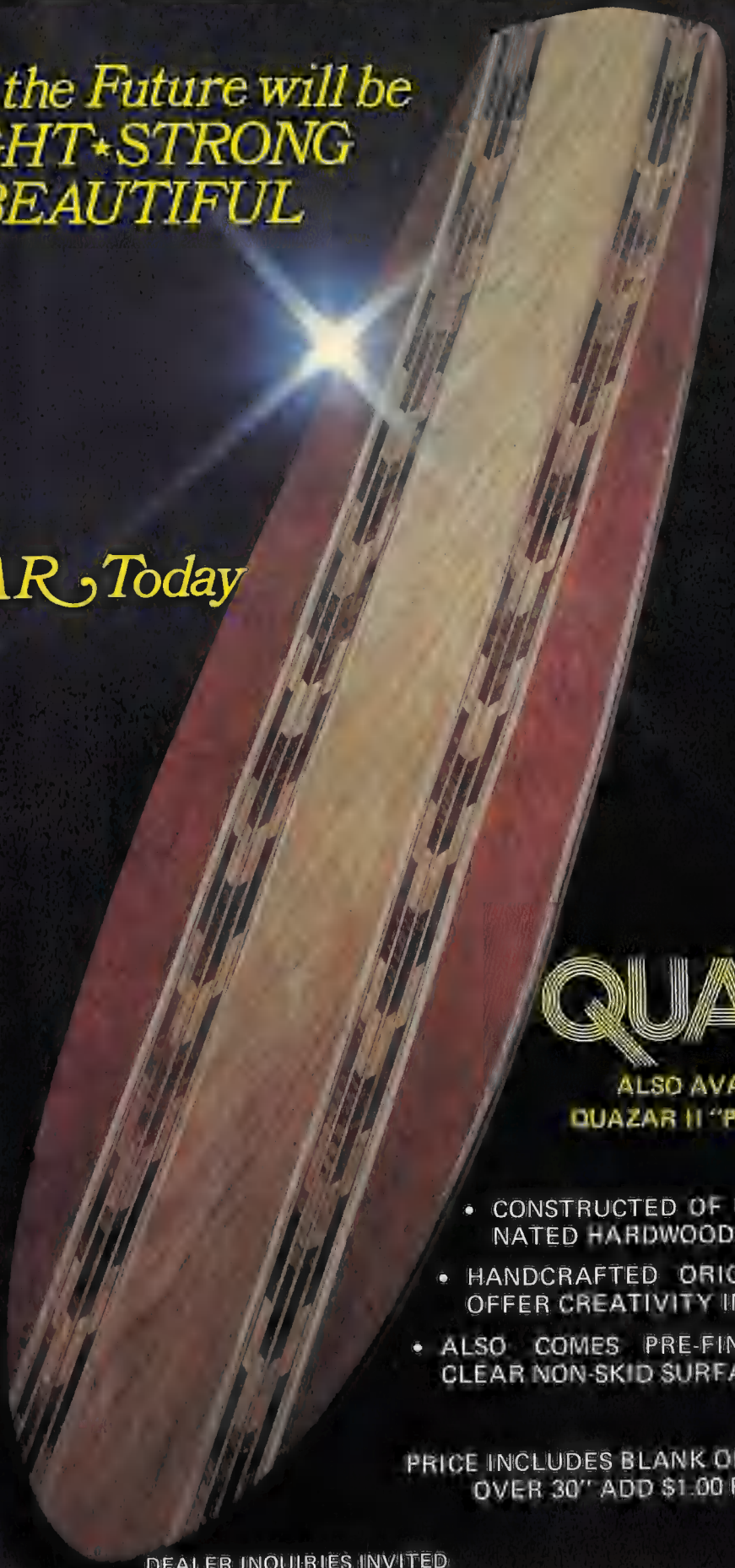

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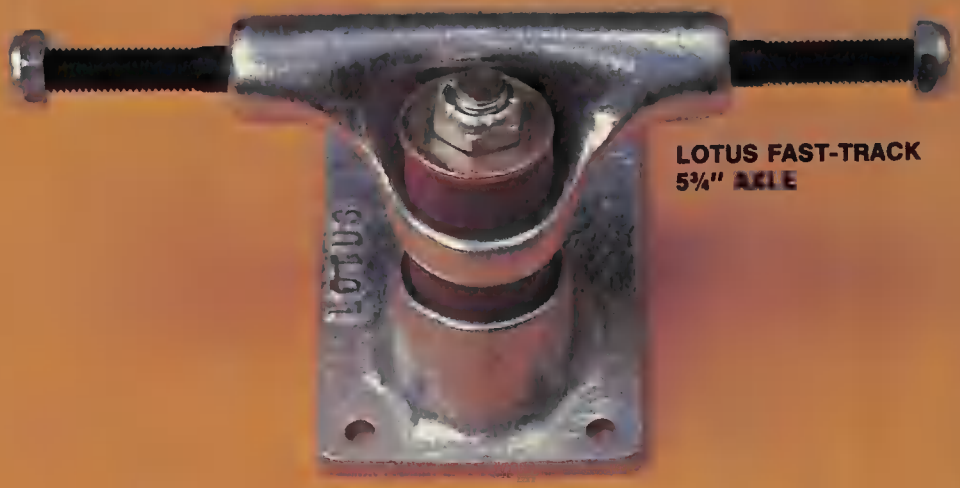

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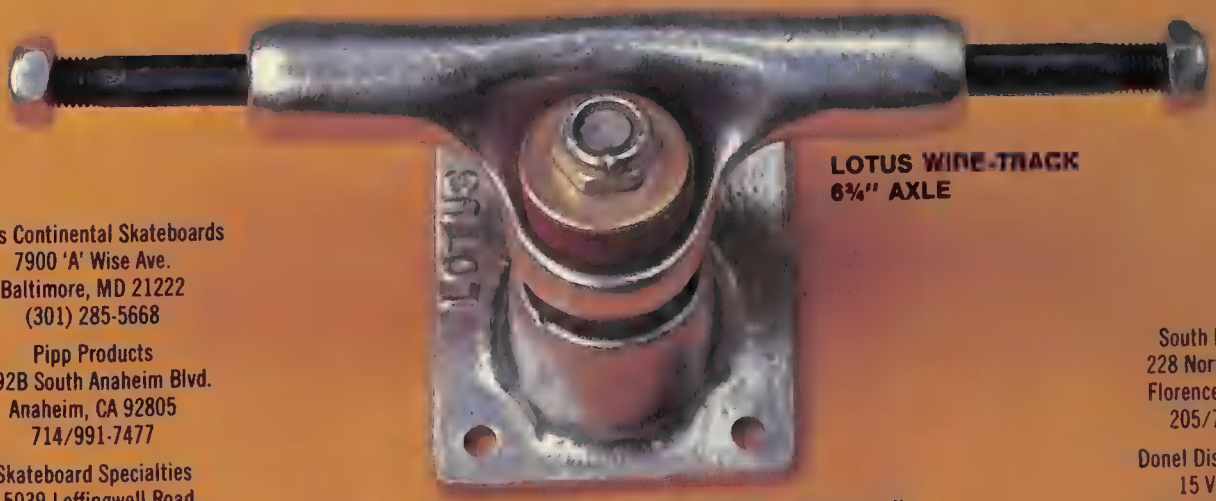

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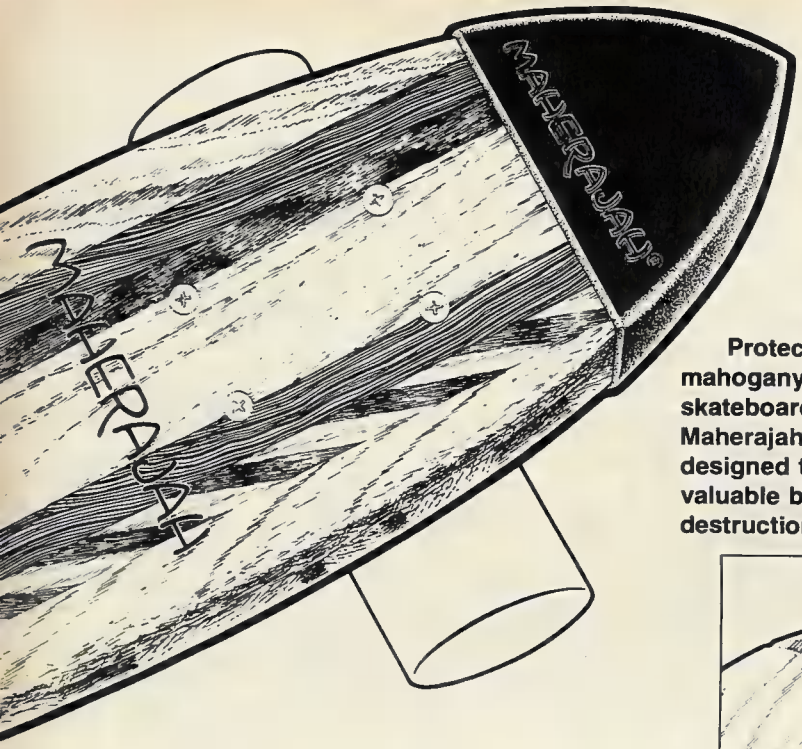

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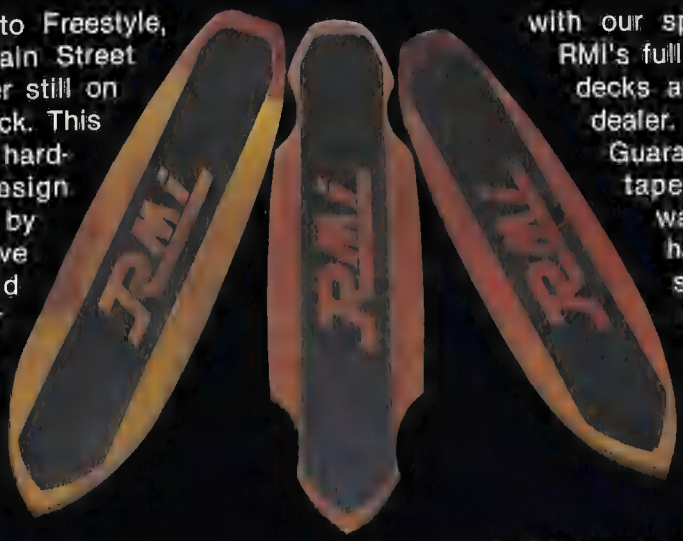

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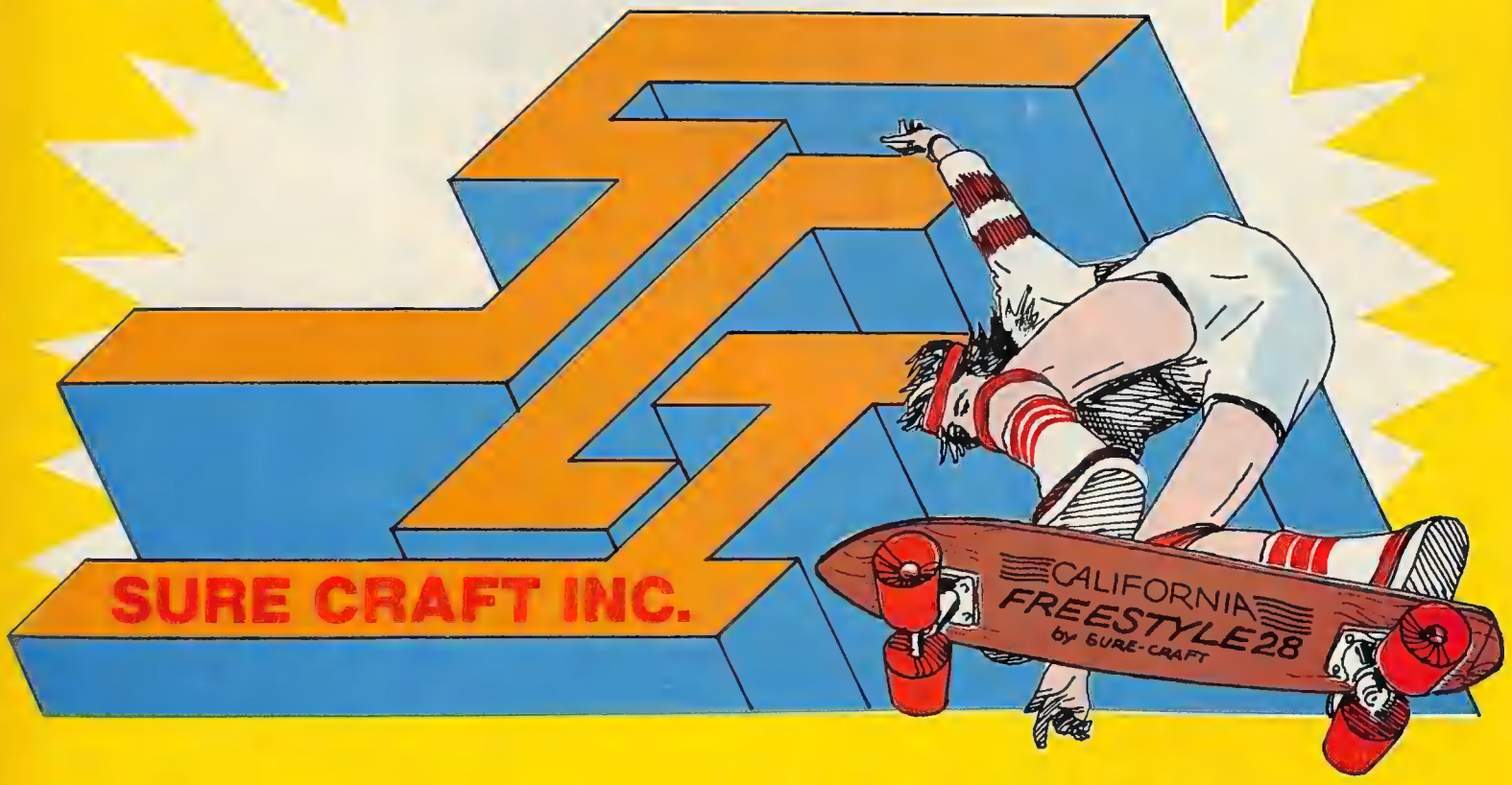

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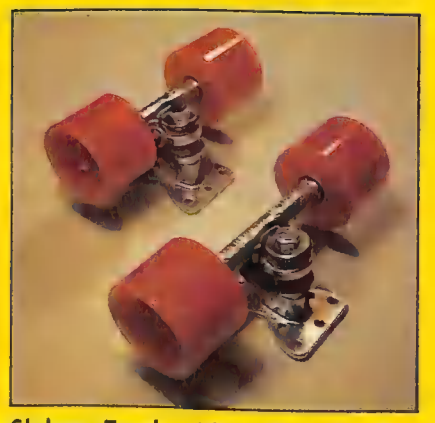

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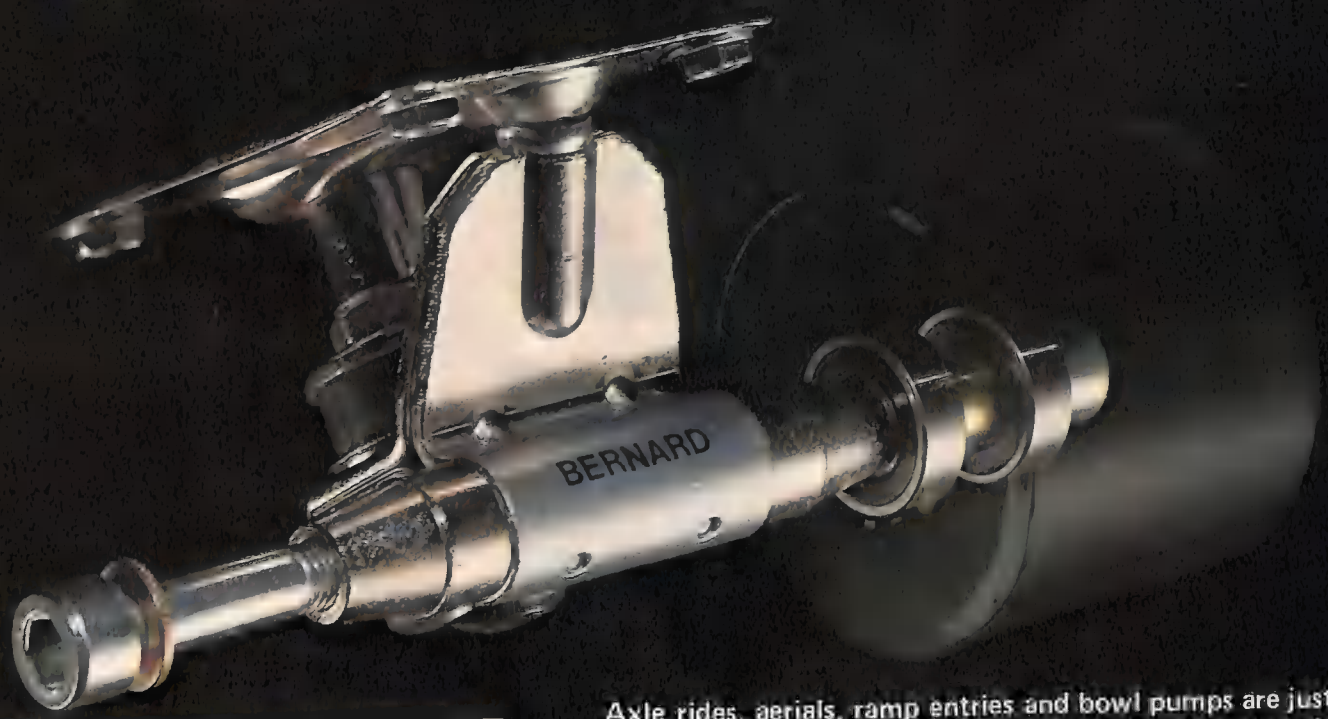

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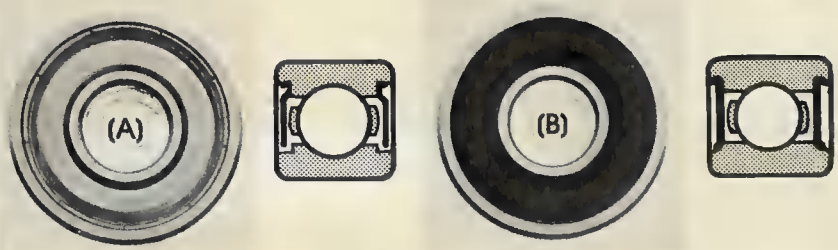
WHICH IS THE REAL IKS BEARING?



Bearing (A) photographed and diagramed above is what everyone calls a metal shielded bearing (608-ZZ). The advantage of this bearing is that your initial kick-off is faster with less drag, also the bearing lets your wheels spin longer and more freely.

Bearing (B) is a sealed bearing (608-2RS) with two "Buna N contact seals" for which IKS is famous. True, it's harder to kick-off, but once you're going, there is no real difference in ride as the heat build up creates a sweat which the seal rides on.

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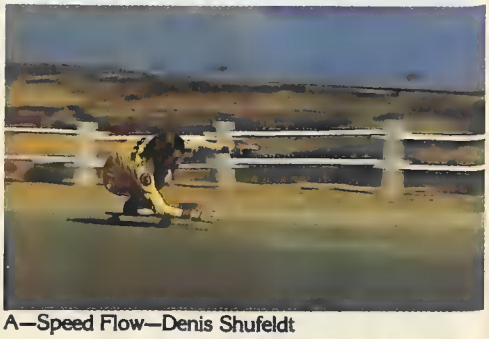

A—Speed Flow—Denis Shufeldt

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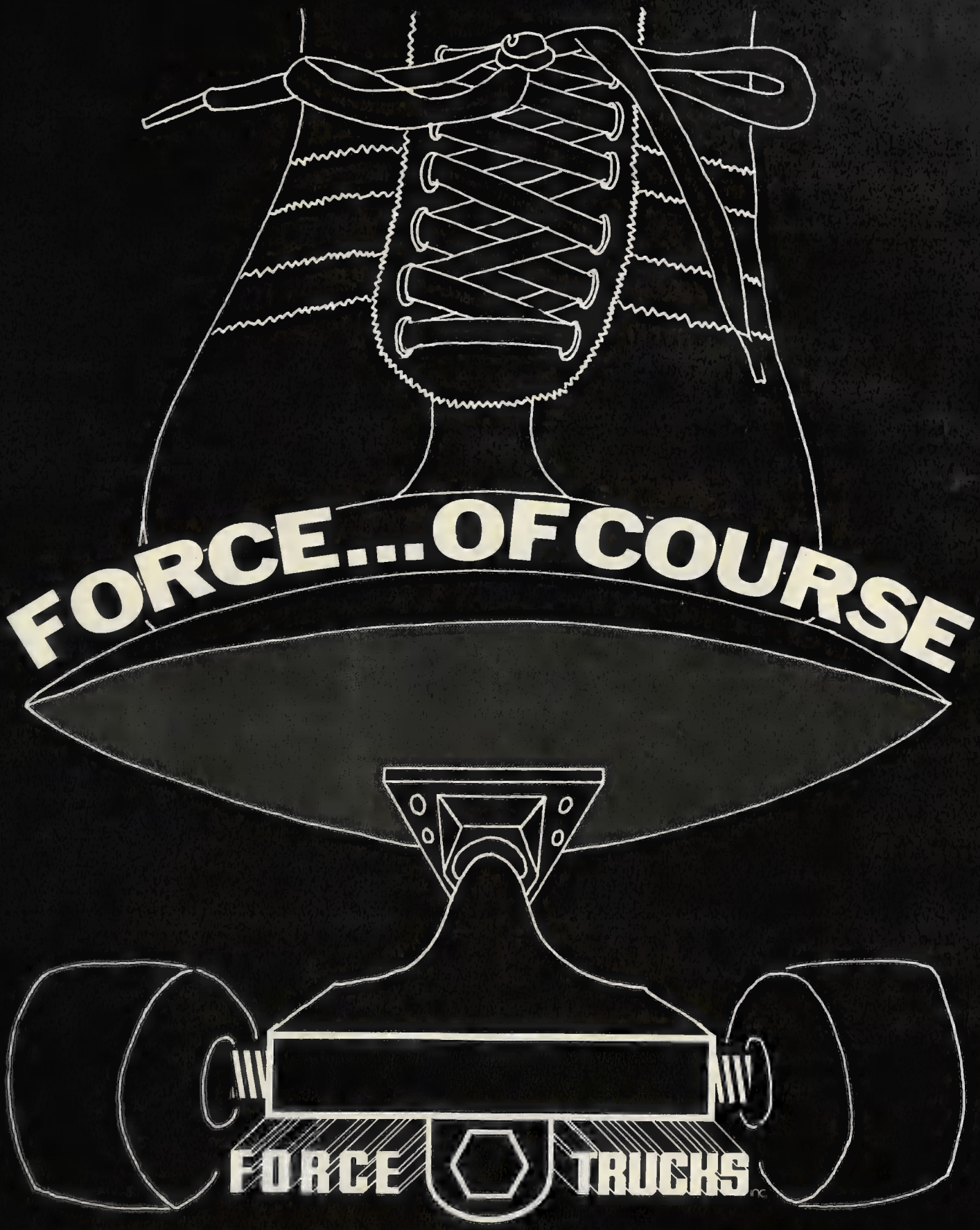

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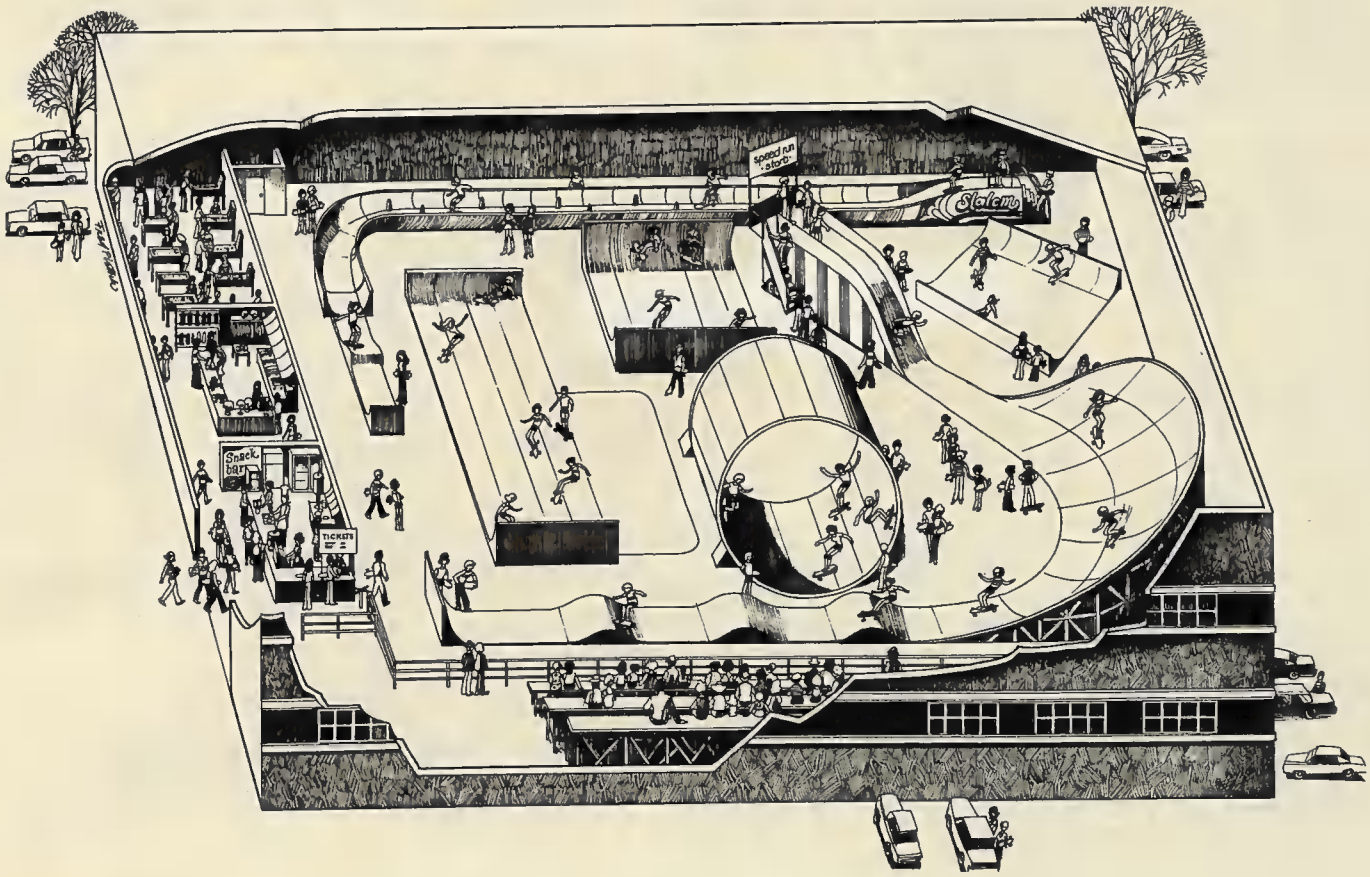

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DRAG DEPT. . . . OR, HIGH HEELS ON WHEELS (COMPLETE INFO ON LAST ISSUE'S EXPOSE)

Mark Bowden, the consummate professional skater, recently missed a top-level photo session due to "injuries." Knowing Bowden's hardy constitution, our staff immediately sensed a story worth telling and dispatched our most investigative journalist to glean out the facts. Quite naturally, Mark's stalwart companions, Ty and Beardsley, would say nothing of their comrade or the mysterious source of his injuries. However, one of our prime informants, the lovely Sore Throat, clued us in. It seems that the night before, at a costume party, Bowden was executing some of his incredible moves on the dance floor, when a misplaced landing from a pirouette severely sprained his ankle. Now, that's not all that amazing, since Mark is known to be a ladies' man; but the fact that the wonder boy was dressed totally in drag is quite a revelation. Yes, skate fans, M.B. was out there twisting, sliding and gliding wearing a wig, high heels and . . . Well, anyway, we heard he looked pretty good. Oh, it's lonely at the top.

STARS ON CARS DEPT.

First, there came the cars of the stars. Now, it's the stars *on* the cars. For skaters, having a particular affinity to wheeled vehicular transportation, it all seems a natural. Everyone knows about Bruce Logan and the Cadillac. And then there was Jay Adams and Paul Hoffman and the big blue bus. Of course, there's Ty, Mark and Brian jumping the M.G. on T.V., or the girl skating and singing the virtues of a Plymouth Volare (also on the tube). But for auto involvement, who can surpass Gordie Lienemann, famous for his roof riding in general, and his retractable bowl on the top of a late model Cadillac in specific. Whenever Gordie feels the need for some radical terrain, he hops atop a hard top and works out. To prove the widespread influence of the phenomenon, consider the case of one Danny Barheim, who was apprehended by the London constabulary for skating on the top of London's famous double-decker busses. The scene of the "crime" was the London Metro's transportation terminal. Guards reported hearing a strange noise out in the yard and peered through the fog to discover a ghostlike figure dancing on the roofs of the two-story busses. Realizing that this was more than they could handle, they promptly summoned the proper authorities. The bobbies, upon arrival, discovered the source of the disturbance to be skater Barheim, who was involved on the upper levels with his advanced freestyle. Danny, unaware of his audience, continued his session for 30 minutes, jumping from roof to roof and generally getting crazy. The law officials finally congratulated him on his bravery and reprimanded him for his unique approach. Barheim was let off with a warning. Reportedly, he is thinking about riding the top of a zeppelin next. Honest!

NOT SO FAT DEPT.

The latest installment in the ever-thinning saga of Fibre Fats.

What originally started as a weight loss bet between Fats and Brigg Sherman has turned into an obsession with the Fibre-Flex barons. You've heard of the apple-a-day riff; well, our calorie-conscious connoisseur is buying them by the case. Fats is never seen these days without one of the red no-cal edibles in his hand. (No comments, please, about an apple in his mouth being in keeping with his large image.) Sans his famous mustache, the Fibre Fellow was sighted with teammate Pineapple, Hoffy and Stacy in quality Century Club eatery ordering the lo-cal plate, of course, with a whole lobster side order. Imagine the Maitre-d's surprise when he discovered the G & S stickers all over the insides of his embossed gold leaf menus. Boys will be boys, and advertising pays.

GOOD TASTE DEPT.

Steve McAnlis of Hobie fame recently hosted a tasting of the great German wines at the Newport Yacht Club. Functioning as Director of the Newport-Costa Mesa chapter of Los Amis du Vin ("the friends of wine" for our mono-lingual readers), Steve treated his guests to 11 splendid German delights. Particular standouts were a 1975 Bernkaster Bastube *Auslese Eiswein* (Dr. Pauly) and a remarkable 1967 Plettenberg *Schlossboeckelheimer Kupfergrub, B.A.*

BAD TASTE DEPT.

In view of the recent allegations categorizing skateboarding as either the fastest-growing sport or the most dangerous one, wonderrolling has received quite a bit of mass media attention lately. Articles in US, PEOPLE, SPORTS ILLUSTRATED, TOPIC and NEWSWEEK all credibly covered the four-wheeled action. Unfortunately, a couple of others did some hatchet jobs that don't even deserve mention. However, one comes to mind that has got to be a top contender for the yellow journalism award (for a slack job). This "effort," which appeared in the November issue of LOS ANGELES Magazine, featured a photograph of a model in handcuffs holding a battered skateboard. If that wasn't bad enough, the shot accompanied an article entitled, "Juvenile Crime in the Suburbs—Cruising the 'Priveleged' Precincts with the L.A.P.D." The subtitle illustrates the author's particular slant on things. "If you think violent kids are all on the East and South sides of town, you'd better take a look at who's living in the same house with you." It should be noted that the article contained *nothing* about skateboarding.

CHALLENGE OF THE SEXES DEPT.

When Kristy McNichol of T.V.'s "Family" put on her safety gear for a slalom race with Olympic Decathalon Champ, Bruce Jenner, the general vibe had it that she was cruisin' for a bruisin'. Jenner, who is sometimes billed as the world's greatest athlete, proved no match for the skating starlet. In last year's installment of CBS's Celebrity Challenge, Ms. McNichol destroyed Dan "Grizzly Adams" Haggerty. Maybe next year they can give the lady some real competition. Perhaps they could get Howard Cosell—after all, he says he knows all about sports.

ISLAND MADNESS DEPT.

While Tom Sims was offering a local $300 to empty a pool for a session with a Pipeline backdrop and the Beast was raging out at Off The Wall down the line, Lonnie Toft, Roy Jamieson, Vince Klyn, Chris Strople, Wentzle Ruml, Rory Russell and a few of the boys were hitting another Hawaiian beachfront ramp. Meanwhile, Steve Wilkings dropped hints of a secret Sand Island park. However, the best action was still to be found at the nearby Kuilima, another addition of the Hyatt House (Riot House) chain, where the long carpeted hallways lent themselves nicely to the annual Kuilima Classic Marathon—where it's surf all day, skate all night, and the only news is, "If you snooze, you lose."

CIVIC BETTERMENT DEPT.

Deep inside Santa Monica's style moderne city hall, Jay Adams, Shogo Kubo, Bob Biniak, Gary Coccaro, Curtis Hesselgrave, Tony Jetton, Dave and Paul Hackett, Tom Inouye, Jim Goodrich, Paul Hoffman and Waldo Autry were involved with the city fathers in choosing a design for D.T.'s long-awaited skatepark. Sitting at the head table with the official committee was that civic-minded man, Jim Muir. Wearing a custom headband selected for the proceedings, Muir effec-

THIS MONTH'S FUNNY FOTO *Photo: Beast*

tively coordinated the conference. After the meeting, panel leader Muir, the skaters and Emotion's Al Heckinger went to celebrate at La Barberas on Wilshire in a private room. It's a good thing, too; all those flying pizzas might have freaked out some of the other patrons.

GOOD DEEDS DEPT.

Mike Weed just purchased an $82,000 house in Mission Viejo. Mike had no problem in meeting the terms, proving to all doubters that professional skating is truly a profession. The legendary Vividman handled the negotiations.

LOCATION DEPT.

Pioneer cine-skatographer, Chris Carmichael, and director-cameraman, Patrick Darrin, are on location scouting in California, Colorado, Arizona, Florida, New Jersey and Hawaii for an upcoming 35mm wide-screen skate epic. Industry reports tell of their search for the ultimate downhill course.

TUBE SHOTS DEPT.

Thinly disguised as the L.A. Wheels, Laura Thornhill, Ellen Oneal, Bob Biniak and Tony Alva skated a half-pipe on a float in New York's Macy's Thanksgiving Day Parade. Announcers, Ed McMahon and Arte Johnson, marvelled on the coast-to-coast T.V. broadcast as the crew hit a few one-wheelers on the see-through pipe. Ed said, "It looks like it beats walking."

After a UPI press release on Skitch Hitchcock's $5,000 downhill speed skate, the skater-designer has been besieged with requests for T.V., radio and newspaper interviews. Our informaniac, the elusive Buffalo Head, says the demand for Skitch is so heavy that guards have been hired to protect the entrance to Hitchcock's top secret design lab.

AUDITIONS DEPT.

Many readers have inquired how they can crack into show biz. Well, we're not too sure how to do it, but here are a couple of places to try. Auditions for "Beach Blanket Babylon Goes Bananas" are to be held in the near future. Any interested parties can contact Steve Silver at 678 Green St., San Francisco. "Fernwood 2 Night," a half-hour live television talk and variety show hosted by Martin Mull, is looking for acts. They're looking for real good talent with a twist and acts that "just miss but are clever." Send pictures and resume to Eve Brandstein, Casting Director, 5476 Sunset Blvd., Hollywood, CA 90028.

LAID BACK DEPT.

Bobby Piercy, long-known for his intense psych, demonstrated some during his SKATEBOARDER interview session. Seems Piercy and Smythe were sitting on the railroad tracks at Del Mar, so engrossed in their pursuit that they failed to notice the Amtrak approaching at full speed. When the engineer's whistle finally caught their attention (witnesses estimate that the train was 30′ away), Bobby turned to John and commented, "Perhaps we should temporarily adjourn." With that, the boys stood and walked over to one side and *continued* the interview while the Coast Daylight-Starlight rumbled past. When asked about the incident later, Piercy related, "It only gets exciting when the train brushes you, you know . . . just like running slalom gates."

NEW MOVES, NEW PRODUCTS DEPT.

Dennis Martinez, who just signed his new G & S contract, has been blowing a few minds lately with some distinctive moves in the pool. Dennis gives much of the credit to Michael Williams of Phoenix-Gullwing for his finely-tuned new trucks. Whatever the reason, they're both ripping.

MAD AS A TOP HATTER DEPT.

In London, one of the most exclusive private clubs is Wedgie's. The other day, Jeff Ruiz, Bob Skoldberg, Mike Weed and Skitch Hitchcock dropped in to unwind during a grueling European jaunt. The group was well received—especially after Weed and Hitchcock wowed locals with a skate demo on the dance floor. In fact, the club was so grateful that they invited them all back. So, the next night, our heroes, having already visited quite a few other clubs in preparation for Wedgie's, arrived at the door in their warm-up suits. The doorfellow, a stuffed-shirt type, stiffly informed the crew that their attire just wouldn't do. Hearing this, the ever-adaptive Skobie walked over to a refuse container and promptly fashioned himself a top hat and tails from assorted discarded artifacts. Wearing a pizza box on his head and cardboard coattails, our lead character thereby gained entrance to the club. It just goes to show, you can't keep a good man down. As they say at Wedgie's, "Good show, Bob."

FUNNY, FOOLISH, ETC., DEPT.

Winners:

Eva Babowitz of Santa Ana, California, for correctly identifying the tall gent with the former Fibre Fats as Cash McAnlis. Congrats, Eva, you were the first of only 6 completely correct entries. Of course, the hundreds of other funsters deserve credit for their I.D. of Big Dave.

A Mellow Cat Gift Pack is also on the way to Peter Santoro of Mannasquan, New Jersey, for spotting space ace, Robby the Robot and Anne Francis, and being the first to tell us. Honorable mentions go to Charlie Nelson of San Diego for providing us with Miss Francis' complete history, including stage names; and to Dave Kries of Santa Ana for his cryptic entry which stated, "Anne's the one in the halter top."

Future Winners—

Hint on our handstanding funfellow: He's not the skating policeman.

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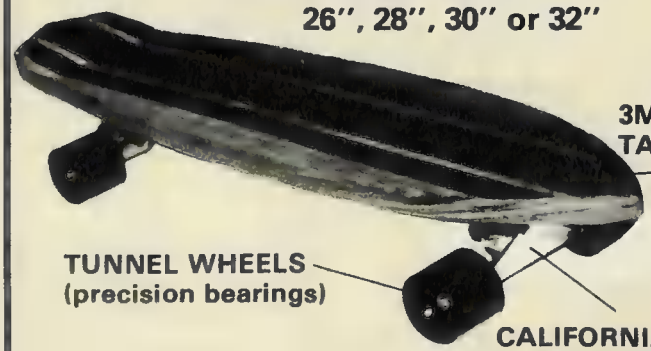

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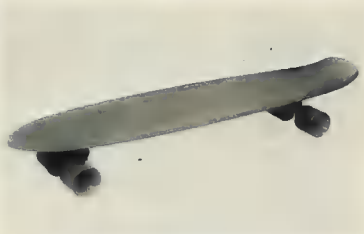

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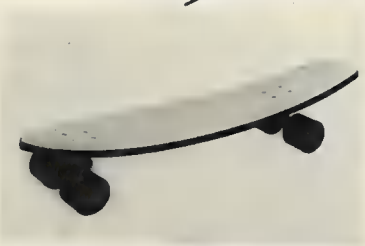

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- CALIFORNIA HARDWOODS All New Multiply Superflex Kicktail Colored De with Wheels to Match
- ACS 651 Black and Silver Trucks
- CAL TIRE PIPE TRACK PRO 2" x 2½ Wheels
- ½" Shock Pads
- Precision Bearings

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***** BONUS: Free Strip of 4" Deck Tape with Each Board ***************** See the Order Blank for the Options Available ****

Safety Equipment

COOPER Helmet, Knee and Elbow Pads • RECTOR Skateshorts and Gloves

Accessories

• Elephant Wrench • Riser Pads • Rad Pads • Mounting Hardware

Introducing

CAL TIRES
- Free Tracks 1⅞" x 2"
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SAFETY EQUIPMENT AND ACCESSORIES

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- ☐ Rector Pants $21.95
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- ☐ Solid Corduroy
- ☐ Denim
- ☐ Cooper SK-100 Helmet $9.95
- ☐ Cooper SK-3 Knee Pads $9.95
- ☐ Cooper SK-4 Elbow Pads $9.95
- ☐ Elephant Wrench $2.95
- ☐ Riser Pads
  - ☐ ¼" 75¢
  - ☐ ½" $1.00
- ☐ Rad Pads $4.50
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  - ☐ 26" ☐ 28" ☐ 31"
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COSTS OF AVAILABLE OPTIONS

For ACS 500 add $2
For ACS 650 add $4
For ACS 651 add $3
For California Slolum add $3
For Tracker-Mid add $8
For Tracker-Half add $7.50
For Tracker-Full add $8
For Kryptonic 60MM add $18
For Kryptonic 70MM add $22
For Road Rider 2 add $13
For Road Rider 4 add $17
For Road Rider 6 add $22

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BOARDS — (Where Available Indicate 1st, 2nd and 3rd Color Choices)

•#1	☐24"	☐Blue ☐Red	☐Yellow ☐Multicolor	Sorry, no other options available					$ ____
•#2	☐24" ☐27"	☐Blue ☐Red	☐Yellow ☐Multicolor	Plus Options:		☐ACS 500 ☐KRY 60MM	☐KRY 70MM ☐RR-2	☐RR-4 ☐RR-6	$ ____
•#3	☐24" ☐26"	☐Gold ☐Silver	☐Red Cal Tire ☐Orange Cal Tire	Plus Options:	☐ACS 650 ☐ACS 651	☐CA SLOLUM ☐KRY 60MM	☐KRY 70MM ☐RR-2	☐RR-4 ☐RR-6	$ ____
•#4	☐24" ☐27"		☐Red Cal Tire ☐Orange Cal Tire	Plus Options:	☐TR-Mid ☐TR-Half	☐TR-Full ☐KRY 60MM	☐KRY 70MM ☐RR-2	☐RR-4 ☐RR-6	$ ____
•#5	☐26" ☐30"		☐Red Cal Tire ☐Orange Cal Tire	Plus Options:	☐TR-Mid ☐TR-Half	☐TR-Full ☐KRY 60MM	☐KRY 70MM ☐RR-2	☐RR-4 ☐RR-6	$ ____
•#6	☐26" ☐30"		☐Red Cal Tire ☐Orange Cal Tire	Plus Options:	☐TR-Mid ☐TR-Half	☐TR-Full ☐KRY 60MM	☐KRY 70MM ☐RR-2	☐RR-4 ☐RR-6	$ ____
•#7	☐26" ☐30"	☐Red	☐Yellow ☐Orange	Plus Options:	☐TR-Mid ☐TR-Half	☐TR-Full ☐KRY 60MM	☐KRY 70MM ☐RR-2	☐RR-4 ☐RR-6	$ ____
•#8	☐26" ☐30"	☐Red	☐Yellow ☐Orange	Plus Options:	☐TR-Mid ☐TR-Half	☐TR-Full ☐KRY 60MM	☐KRY 70MM ☐RR-2	☐RR-4 ☐RR-6	$ ____

•Safety Equipment and Accessories (Total) $ ____

Sub Total $ ____
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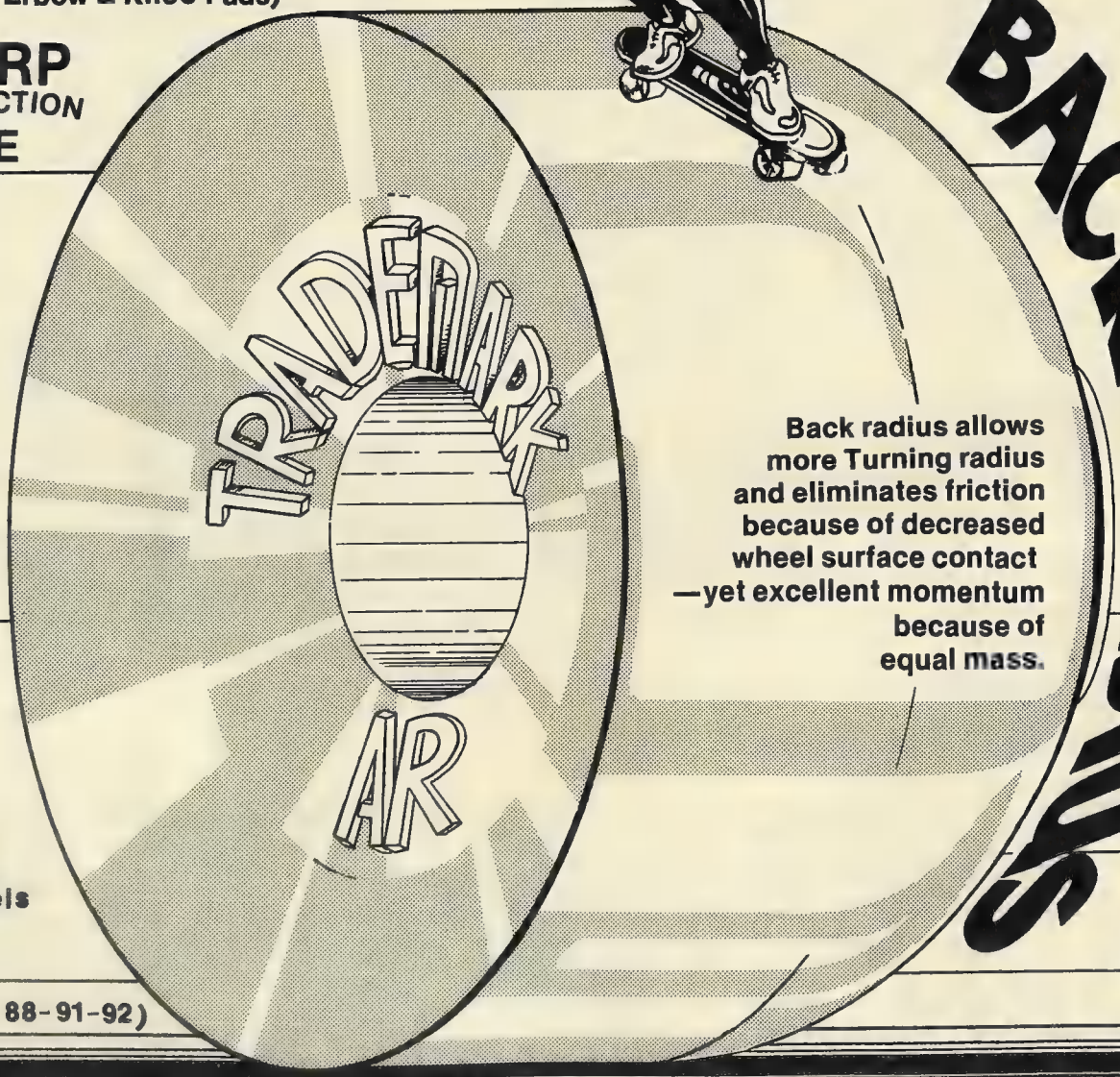

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T-5 ACS 500 BLACK & SILVER PRO BASE

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B-2 SIMS 27" KICKTAIL
B-3 FREE FORMER PRO 27" KICKTAIL
B-4 BRUCE LOGAN 29" KICKTAIL
B-4A BRUCE LOGAN 27" KICKTAIL
B-5 TY PAGE 28" KICKTAIL
B-6 G & S PERALTA 29" KICKTAIL
B-6A G & S PERALTA 27" KICKTAIL
B-6B G & S PERALTA 25" KICKTAIL
B-7 G & S FIBREFLEX 25" KICKTAIL
B-8 G & S FIBREFLEX 27" KICKTAIL
B-9 BAHNE 24" KICKTAIL
B-10 BAHNE 27" KICKTAIL

WHEELS

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W-2 FREE FORMER SKATEPARK PRO
W-3 TY PAGE BLACK GOLD
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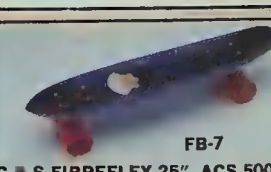
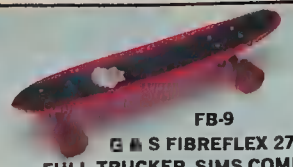
FB-5 FREE FORMER PRO 27" FREE FORMER PRO TRUCK, FREE FORMER SKATEPARK PRO

FB-6A BRUCE LOGAN 29", FULL TRACKER, SIMS COMPS



FB-7 G & S FIBREFLEX 25", ACS 500 B/S, FREE FORMER SKATEPARK PRO

FB-8 SIMS 27", BENNETT PRO, SIMS COMP



FB-9 G & S FIBREFLEX 27", FULL TRUCKER, SIMS COMP

FB-10 BAHNE 24" OR 27", ACS 500 B&S, FREE FORMER SKATEPARK PRO

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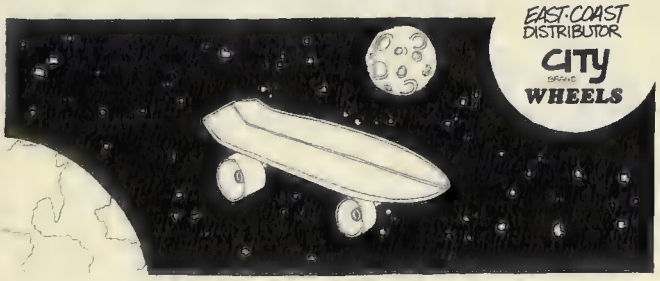

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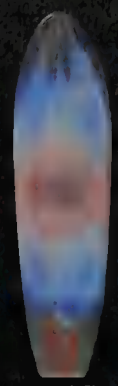
B405

B404

B403

B402

B401

B406

B407

B408

B409

B410

B411

B401 GMR—A hand polished 7" wide, 28½" long aluminum double-kick board designed for down hill slalom courses. Standard equipment includes Banzai Slalom trucks with 7" axles, color-keyed ½" riser pads, and **Banzai Cyclone** wheels with precision bearings.

B402 Banzai Mach II—A hand polished 24" double-kick board that comes standard with Banzai Slalom trucks, and **Banzai Cyclone** wheels with precision bearings.

B403 Banzai Mach I—A double-kick 24" board made of hand polished aluminum that comes standard with stoker type wheels (contained bearings) and featuring the all new **Banzai** 11 cm trucks.

B404 Banzai Stancek—This double-kick aluminum board has a grain finish along its 24" length and has the word "Banzai" impression stamped into the top side of the board. Standard equipment includes **Banzai** racing slicks with contained bearings and the new **Banzai** 11 cm trucks.

B405 Banzai Spectrum—24" single kick board, constructed of 30 oz. of polypropylene. No two boards will ever be identical in color design. These boards feature B406 trucks and contained bearings racing slick wheels.

B406 Banzai Super Star—A 26" double-kick board constructed of 32 oz. of polypropylene. It features B406 trucks with contained bearings stoker wheels.

B407 Banzai Tall Oak I—28" solid oak single kick board. Standard equipment includes Banzai Slalom trucks with 7" axles and Tornado II precision bearing wheels. Top covered by Banzai c.o. grip tape.

B408 Tall Oak II—This is a 28" solid oak, double kick board which has, as standard equipment, **Banzai** slalom trucks with 7" axles, **Banzai** Tornado II wheels with precision sealed bearings, and grip tape covering the top. The Grip Tape has a **Banzai** cut out.

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B411 Banzai Slip Stream—This 28" board is constructed of 14 mm of laminated birch. Standard equipment includes the **Banzai** Pro trucks and Sunburst wheels with precision bearings.

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☐ 4 OJ Slalom wheels $26, ☐ 4 OJ Hot Juice Wheels $28, ☐ OJ Superjuice $30, ☐ OJ T-SHIRT—long sleeve $7, ☐ short sleeve $6.50 (Please specify size, children's medium thru men's x-large), ☐ OJ TENNIS SHIRT $9.95 (Men's small thru XL), ☐ OJ decal 50¢.

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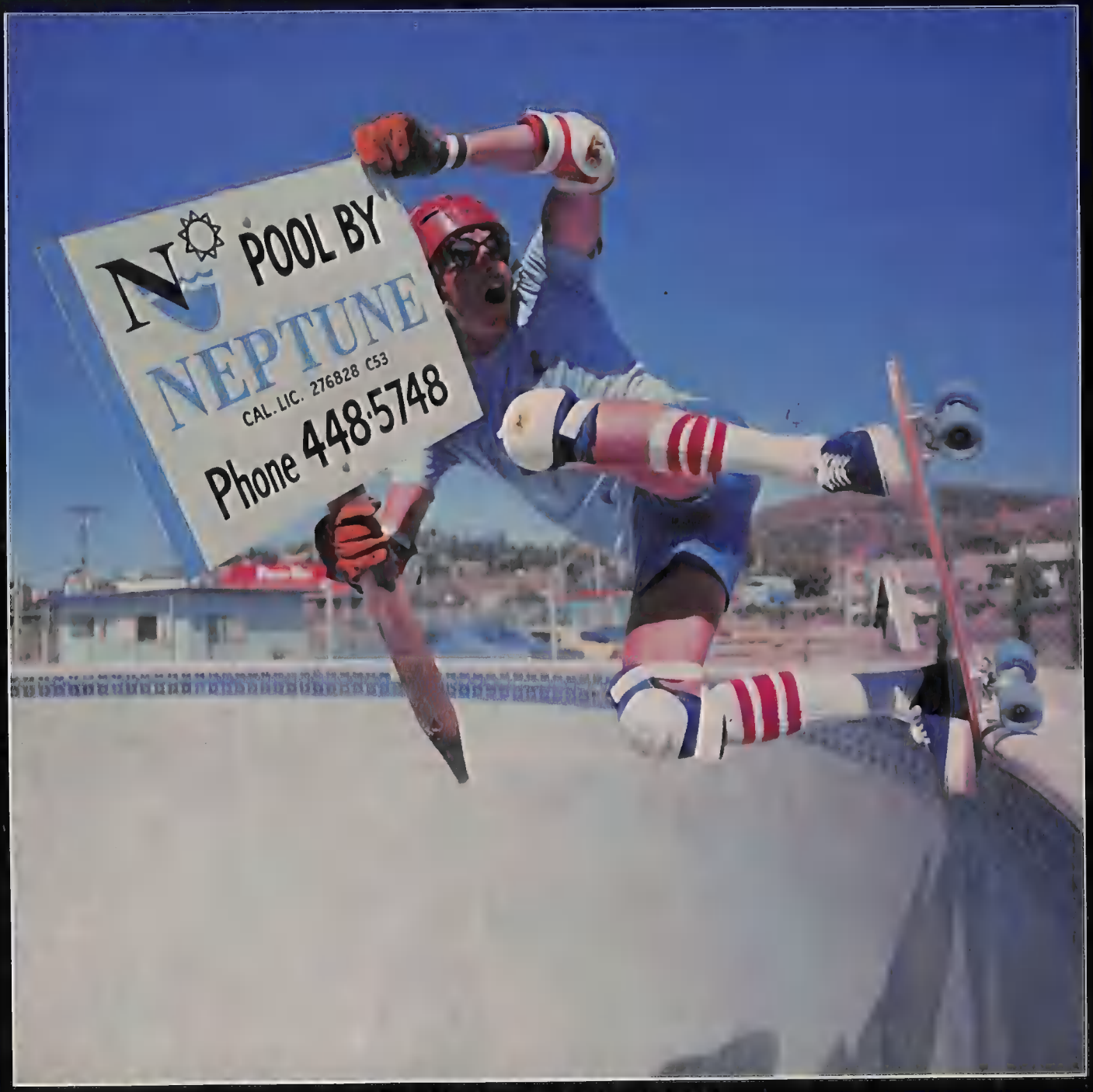

The "hard sell" approach with an extra twist. Mike Williams, Spring Valley. Photo: Moroney

JHOON RHEE

Mr. Jhoon Rhee is an engineer, inventor and world leading Karate expert who revolutionized modern Karate the right he line of Safe-T-Karate Equipment inventions.

Now recently, Mr. Rhee has turned his attention to Safe-T Equipment for skateboarders, starting on the Safe-T-Palmelbo, the Safe-T-Butt, the Safe-T-Knee and the Safe-T-Palmwrist. The many innovative advantages of this new equipment will revolutionize the skateboard industry once more!

Newly invented
Patent pending
SAFE-T-BUTT
& PALMELBO

Jhoon Rhee SAFE-T

SAFE-T-PALMELBO™
($19.99 pair)

Three sizes in blue only:
L-(large) 5'8" and taller
M-(medium) 5'0" to 5'6"
S-(small) 5'0" and shorter

Some elbow pads come off when you fall. Our exclusive Safe-T-Palmelbo always stays in place.

SAFE-T-BUTT™
($22.99)

Three sizes in blue only
L—36" waist and over
M—27"-36" waist
S—27" waist and under

Our exclusive Safe-T-Butt minimizes hip and tail bone injuries. It gives you full confidence.

SAFE-T-KNEE™
($14.99 pair)

Three sizes in blue only:
L—(large) 160 pounds and over.
M—(medium) 100 lbs. to 160 lbs.
S—(small) 100 lbs. and under.

Three inch wide zodiac straps with slight stretching feature gives you comfortable and tight support at your knee joints without cutting circulation. Special velcro fasteners are used for your easy adjustment.

SAFE-T-PALMWRIST®
($5.99 pair)

Three sizes in blue, red, and gold
L—Average 15 years and older
M—Ages 11-15.
S—Average 11 years and under.

Our cool half gloves with foam pads eliminates need for hot and expensive full gloves with threaded seams which tear apart easily.

FOUR YESES AND ONLY ONE NO

?	Answers	Reasons
Effective	Yes	Made of ½" thick (except Safe-T-Palmwrist) closed cell shock absorbing foam. We give you confidence to try many new techniques. An egg dropped onto our padding from 20 feet high will not break!
Comfortable	Yes	Light with no limitations in your movements. Easy to put on and off. Easy to keep clean.
Tough	Yes	Safe-T-Butt, Safe-T-Palmelbo and Safe-T-Knee are reinforced with heavy nylon fiber cord at all stress points.
Good Looking	Yes	Streamline design of our equipment makes you stand out above the crowd.
Economical	Yes	A real bargain. Palm, wrist and elbow protection, all in one.

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USE THIS ORDER FORM

ITEMS	COLOR	SIZE	QUANT.	TOTAL
SAFE-T-PALMELBO™				
SAFE-T-BUTT				
SAFE-T-KNEE				
SAFE-T-PALMWRIST				
5% Sales Tax for D.C. Residents				
10% in U.S. 20% in Foreign POSTAGE & HANDLING				
GRAND TOTAL				

If not satisfied, money back within 10 days

Name _____
Address _____ Ph No _____
City _____ State _____ Zip _____
Enclosed please find check or money order for $_____ Payable to:

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2000 L Street, N.W., Suite 101 Washington, D. C. 20036
TEL (202) USA-1000

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General Skateboard Products offers a complete line of skateboard products and components. Everything you will need, from completely assembled boards to replacement wheels and slicks to the tools to do it with.

Dynastar precision wheel assemblies and Dynastar tires:
Dynastar SS 3" Speed Slalom. *Complete assembly, $9.95. Tire only, $4.50.*

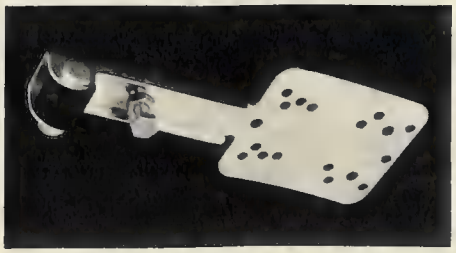
Dynastar SBR Super Bowl Rider. *Complete assembly, $8.95. Tire only, $3.50.*
Dynastar Freestyle. *Complete assembly, $7.95. Tire only, $2.50. When ordering boards or wheels, please specify Dynastar freestyle or speed style tires.*

Dealers inquiries invited.

Order Direct. Add $1.00 for shipping and handling. California residents please add 6% sales tax.

Elephant Brand 4-Way Wrench. *$2.95. This screwdriver, racer socket, open-end and outer lock nut wrench fits most trucks and wheels including Standard, Chicago, and Gullwing style systems. (Pat. No. D241114).*

Starflex Kicktail. *$44.95. Hand lay-up fiberglass board, Dynastar wheel assemblies on ACS trucks.*
Woodie. *$49.95. Handcrafted hardwood board with non-skid deck, Dynastar wheel assemblies on ACS trucks.*
Starflex 24". *$39.95. Fiberglass board, Dynastar™ wheel assemblies on ACS trucks.*



Roller Wheelie. *$3.95. Heavy hardware, lo-profile wheel, adjusts to your best performance. (Pat. No. D244706).*

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"Cheddar Cheese"...
Here's a board to train on and begin to sharpen your basic techniques. The kicktail allows you to get the feel for basic maneuvers, especially 360's. The deck itself is polypropylene with non-skid surface built in. The pointed nose gets you into wheelies in a hurry and in much shorter distance. Far from the toy scene, the Makaha *"Cheddar Cheese"* board is equipped with aluminum trucks and No. 3 (2" x 2") urethane wheels with radial outer edges and precision bearings.

Decals available...send $2.00 for Makaha's newest hollographic decal. Please allow two weeks for delivery.

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"the force"...
the right board for the Intermediate to Advanced rider. It's the first board designed to bridge the gap from the skillful to radical rider. Shaped like the Expert boards, the force is fabricated from a semi rigid polypropylene that's a full 8" wide and 27" long, and sports a total non-skid deck. The hardware is also transitional using 4" yoke trucks and No. 4 (1⅞" x 2⅜") urethane radial wheels for greater traction. You'll have to go a long way to outreach *the force.*

Intermediate to Advanced

PRO RIDER WENTZLE RUML...
"No matter what space you're in today, Makaha is the best board to do it with. Makaha boards respond like outrageous!"

Advanced to Expert

"The Magnum III"...
the board of all boards. It's the Expert's board for all those who plan to enter the pro ranks. It's the ultimate space ...whether you're into pools or pipes, or stretching for the long green at Long Beach. Naturally it's fabricated from superb, but unforgiving solid Oak. It's designed for the truly radical; response time is immediate. A full 29" long and 8" wide, the Magnum III features the unique Originator trucks (4" yoke) with an adjustable base plate and No. 5 (1⅞" x 2½") urethane radial wheels with high-performance precision bearings. It's the only board to be vertical on!

All Makaha skateboards feature die cast aircraft aluminum trucks and individually-poured urethane wheels for the ultimate in performance.

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In the tradition of a winning performer, Russ Howell again proved his mastery and skill on SPEED SPRING trucks, breaking the World Professional record in the 360 competition at Long Beach, California 1977, with an outstanding performance of 35½ consecutive 360's, over twice as many spins as last year's record and more than 11 spins more than his nearest competitor.

Utilizing SPEED SPRING trucks in your skateboard system will improve your performance too. Guaranteed not to break even under the toughest routines, the Speed Spring truck is a versatile truck with amazing speed and lightness.

Mounted with your choice of SPEED RUBBERS, the Speed Spring truck performs with the smooth type of action professional skateboard champions expect out of a high performance truck system. It's no wonder that 3 of the top 4 finishers in the world record 360 competition and also professional teams in California, Florida, and Texas are using this winning truck at all skateboard championships.

The S.S. Split Axle has everything for park, slalom, and downhill riding and more. It has these features that separate it from any other truck: A unique patent pending design that gives shock action and maximum rebound, extra strong steel hardened hardware, extra large natural gum Speed Rubbers that come in different hardnesses to fine tune your board, a tough unbreakable base plate with a threaded steel insert, and also two interchangeable axle widths for 360's, freestyle, park, slalom, or downhill riding. The S.S. Split Axle is a truck you can pump and power down the line, wider than normal for traction, yet not heavy and awkward. The SPEED SPRING SPLIT AXLE does it all.

- all metal base plate
- 356 alloy aluminum castings
- hardened steel insert
- grade eight action bolt

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- Black Unbreakable Base Plate fits all high performance truck hole patterns

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colors—white, lt. blue, yellow, red, dk. blue, green, black. 24"—**$5.**
27"—**$5.50** **$1.** extra for grip tape

Hawaiian Patterns
24"—**$6.**
27"—**$6.50**

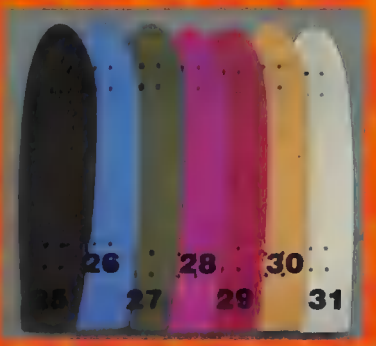
USA I or USA II
24"—**$6.**
27"—**$6.50**

Motocross
24"—**$6.**
27"—**$6.50**

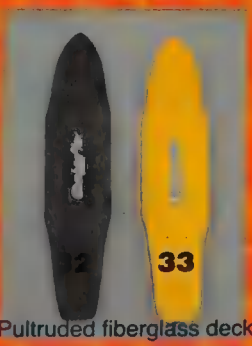
Handstander
24"—**$6.**
27"—**$6.50**

Surfer
24"—**$6.**
27"—**$6.50**

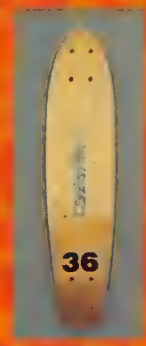
Wood kicktail
24", 27" or
29"—**$12.**



Aluminum double kick
black, blue, green purple, red, gold and silver. 24"—**$8.50**
27"—**$10.**



Pultruded fiberglass decks
Camberkick Cutaway Camber Cutaway
Add **$4.** to the price of any color, length or pattern.



Polished aluminum-anodized
27" Camberkick Cutaway silver, black, gold-**$16.**
27" Camber silver, black or gold—**$16.**

RAWLINGS helmet—**$10.** fiberglass helmet—**$18.** RECTOR Gloves-**$12.**/ pair
Knee Pads-**$5.**/ pair. Elbow Pads-**$5.**/pair

ACS 430 Trucks
All Silver–**$2.50**
Black & Silver–**$3.**
Black & Gold–**$3.50**

ACS 500 Trucks
All Silver–**$4.**
Black & Silver–**$4.50**
Black & Gold–**$5.**

ACS 650 Trucks
Black & Silver–**$7.**
Black & Gold– **$7.50**

ACS 651 Trucks
Black & Silver–**$6.**
Black & Gold–**$6.50**

California Slalom- **$6.**

X-Caliber Pro-**$4.50**

ROADMASTER HOT POURED "RED JUICE" POLYURETHANE WHEELS—Precision type without bearings. Also NEW "ORANGE JUICE" wheels at **$.50** extra per wheel. Add **$1.** per wheel for precision bearings.

(red) RR-2 -**$1.**
(orange) OR-2
$1.50

Wide Type
RW—4-**$1.50**
OW—4- **$2.**

RR—4-**$1.50**
OR—4-**$2.**

Wide Type
RW—6-**$2.**
OW—6-**$2.50**

RR—6-**$2.**
OR—6-**$2.50**

Wide Tunnel
RWT—**$2.50**
OWT—**$3.**

RR—8-**$3.**
OR—8-**$3.50**

Giant Mag-**$4.**

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TOTAL QUANTITY OF DECKS: ____
Deck number: ____
(order by deck number for color/ design/pattern)

FIBERGLASS
24" ☐ ☐ 27" standard shape
24" ☐ ☐ 27" camberkick cutaway
24" ☐ ☐ 27" camber cutaway
24" ☐ ☐ 27" reverse camber cutaway (not shown)

ALUMINUM
24" ☐ ☐ 27" double kick (deck # for color_____)
24" ☐ ☐ 27" polished camber
24" ☐ ☐ 27" polished camberkick cutaway
☐ silver ☐ black ☐ gold

WOOD
☐ 24" kicktail
☐ 27" kicktail
☐ 29" kicktail

Add **$2.** per deck (**$4.** foreign) for shipping $_____
Total $ _____

TOTAL QUANTITY OF TRUCKS: ____

____ ACS 430 all silver—**$2.50**
____ ACS 430 Black & Silver—**$3.**
____ ACS 430 Black & Gold—**$3.50**
____ X-CALIBER PRO—**$4.50**
____ ACS 500 all silver—**$4.**
____ ACS 500 Black & Silver—**$4.50**
____ ACS 500 Black & Gold—**$5.**
____ California Slalom—**$6.**
____ ACS 650 Black & Silver—**$7.**
____ ACS 650 Black & Gold—**$7.50**
____ ACS 651 Black & Silver—**$6.**
____ ACS 651 Black & Gold—**$6.50**

Add **$1.50** per two trucks (**$3.** foreign) for Shipping $_____
Total $ _____

TOTAL QUANTITY OF WHEELS: ____

☐ RR—2 (Red Juice)—**$1.**
☐ OR—2 (Orange Juice)—**$1.50**
☐ RR—4 (Red Juice)—**$1.50**
☐ OR—4 (Orange Juice)—**$2.**
☐ RW—4 (Red wide)—**$1.50**
☐ OW—4 (Orange wide)—**$2.**
☐ RR—6 (Red Juice)—**$2.**
☐ OR—6 (Orange Juice)—**$2.50**
☐ RW—6 (Red wide)—**$2.**
☐ OW—6 (Orange wide)—**$2.50**
☐ RR—8 (Red Juice)—**$3.**
☐ OR—8 (Orange Juice)—**$3.50**
☐ RWT—(wide tunnel red)**$2.50**
☐ OWT—(wide tunnel orange)**$3.**
☐ Giant mag (red)—**$4.**

Add **$1.** per wheel for precision bearings. $ _____
Add **$1.** per four wheels for shipping. $ _____
Total $ _____

____ ¼" shock pads—**$.50** each
____ ½" shock pads—**$.75** each
____ ½" ramp pads—**$.75** each
____ feet of 1" grip tape @ **$.20**/foot
____ feet of 3" grip tape @ **$.50**/foot

____ RAWLINGS helmet—**$10.**
____ metal flake fiberglass helmet—**$18.**
____ RECTOR gloves—**$12.**/pair
____ knee pads—**$5.**/pair
____ elbow pads—**$5.**/pair

____ General bearings-**$.50** each
____ IKS, Koyo, Hoover—**$.75** each
____ German **(NEW)**—**$1.50** each
(8 bearings required for complete board.)

____ flat wrench -**$.50** each
____ T-handle wrench—**$1.75** each
____ sets of mounting hardware—**$.50**/set
____ axle extenders (loose ball)—**$.60** each
____ axle extenders (precision)—**$.75** each

Add **$1.** for small items (**$3** foreign) for shipping $_____
Total $ _____

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CITY _____ STATE _____ ZIP _____

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Sub total $ _____
Add 6% sales tax
For California residents only $ _____
Total money order or check enclosed
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#00 SCOOTER BOARD. Easily converted to POLY KICKTAIL SKATEBOARD, red, yellow, or blue. **$16.**

#01 POLYPLASTIC KICKTAIL SKATEBOARD, red, yellow, blue or multicolor, 2" × 2" wheels. **$10.**

#1 PULTRUDED FIBERGLASS SKATEBOARD, red, yellow, blue or surfer, die cast trucks, ¼" pads, 2" × 2" wheels. **$12.** **$30. RETAIL VALUE.**

#2 PULTRUDED FIBERGLASS BOARD . 24" or 27", ACS 430 trucks, ¼" pads, 2"×2" wheels, precision bearings. **$18.** **$40. RETAIL VALUE.**

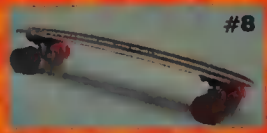
#3 PULTRUDED FIBERGLASS BOARD 24" or 27", red, blue, yellow or surfer, ACS 500 trucks, ½" pads, choice of RR—6 (red), OR—6 (orange), RW—6 (red wide), or OW—6 (orange wide), wheels, grip tape, precision bearings. **$22.** **$50. VALUE.**

#4 24"/27" ALUMINUM DOUBLEKICK BOARD. Any color ACS 500 trucks, ½" pads, choice of RR—6 (red), OR—6 (orange), RW—6 (red wide) or OW—6 (orange wide) wheels, precision bearings, grip tape. **$28.** **$55. RETAIL VALUE.**

#5 COMPETITION WOOD KICKTAIL 24", 27", or 29" ACS 651 Black and Silver trucks, ½" pads, choice of RR—6 (red), OR—6 (orange), RW—6 (red wide), or, OW—6 (orange wide) wheels, precision bearings, grip tape. **$37.** **$65. RETAIL VALUE.**

#6 27" FIBERGLASS CAMBER-KICK CUTAWAY BOARD ACS 650 Black and Gold trucks, choice of RR—6 (red), OR—6 (orange), RW—6 (red wide), or OW—6 (orange wide) wheels, precision bearings, grip tape. **$39.** **$75. RETAIL VALUE.**

#7 27" POLISHED ALUMINUM CAMBER KICK CUTAWAY PRO/BOARD. Available in silver, black or gold, ACS 651 Black & Silver trucks, ½" pads, choice of RR—6 (red), OR—6 (orange), RW—6 (red wide), or OW—6 (orange wide) wheels, precision bearings, grip tape. **$45.** **$90. RETAIL VALUE.**



#8 27" POLISHED ALUMINUM CAMBER PRO/BOARD. Available in silver, black, gold, ACS 651 Black & Gold trucks, ½" pads, choice of RR—6 (red), OR—6 (orange), RW—6 (red wide), or OW—6 (orange wide) wheels, precision bearings, grip tape. **$50.** **$100. RETAIL VALUE.**

#9 27" FIBERGLASS CAMBER CUTAWAY BOARD Available in red, yellow, blue or surfer, ACS 651 Black & Silver trucks, ½" pads, choice of RR-6, OR-6, RW-6, or OW-6 wheels, precision bearings, grip tape. **$37.** **$70. VALUE.**

#10 27" ALUMINUM DOUBLE KICK CUTAWAY BOARD. Available in red, blue, black, green, gold or silver, ACS 651 Black & Gold trucks, ½" pads, choice of RR—6, OR—6, RW—6, or OW—6, precision bearings, grip tape. **$40.** **$80. RETAIL VALUE.**

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#00 ☐ red ☐ yellow ☐ blue _____ (quantity) @ **$16.** each Sorry, no options available for #00 Scooter except for colors — Total $_____

#01 ☐ red ☐ yellow ☐ blue ☐ multicolor _____ (quantity) @ **$10.** each Sorry, no options available for **#01** board except for colors — Total $_____

#1 ☐ red ☐ yellow ☐ blue ☐ Surfer _____ (quantity) @ **$12.** each Sorry, no options available for **#1** board except colors — Total $_____

#2 ☐ 24" ☐ 27 ☐ red ☐ yellow ☐ blue ☐ Surfer _____ (quantity) @ **$18.** each Sorry, no options available for **#2** board except for length and colors — Total $_____

#3 ☐ 24 ☐ 27" ☐ red ☐ yellow ☐ blue ☐ Surfer ☐ RR—6 ☐ OR—6 ☐ RW—6 ☐ OW—6 _____ (quantity) @ **$22.** each Plus Options ☐ 650 ☐ 651 ☐ B & G ☐ CA Slalom ☐ RR—8 ☐ OR—8 ☐ RW—tun ☐ OW—tun ☐ mag — Total $_____

#4 ☐ 24 ☐ 27" ☐ red ☐ blue ☐ black ☐ green ☐ gold ☐ silver ☐ RR—6 ☐ OR—6 ☐ RW—6 ☐ OW—6 _____ (quantity) @ **$28** each Plus Options ☐ 650 ☐ 651 ☐ B & G ☐ CA Slalom ☐ RR—8 ☐ OR—8 ☐ RW—tun ☐ OW—tun ☐ mag — Total $_____

#5 ☐ 24" ☐ 27" ☐ 29" ☐ RR—6 ☐ RR—6 ☐ RW—6 ☐ OW—6 _____ (quantity) @ **$37.** each Plus Options ☐ 650 ☐ B & G ☐ CA Slalom ☐ RR—8 ☐ OR—8 ☐ RW—tun ☐ OW—tun ☐ mag — Total $_____

#6 ☐ 27" ☐ red ☐ yellow ☐ blue ☐ Surfer ☐ RR—6 ☐ OR—6 ☐ RW—6 ☐ OW—6 _____ (quantity) @ **$39.** each Plus Options ☐ 651 ☐ CA Slalom ☐ RR—8 ☐ OR—8 ☐ RW-tun ☐ OW-tun ☐ mag — Total $_____

#7 ☐ 27" ☐ silver ☐ black ☐ gold ☐ RR—6 ☐ OR—6 ☐ RW—6 ☐ OW—6 _____ (quantity) @ **$45.** each Plus Options ☐ 650 ☐ B & G ☐ CA Slalom ☐ RR—8 ☐ OR—8 ☐ RW-tun ☐ OW-tun ☐ mag — Total $_____

#8 ☐ 27" ☐ silver ☐ black ☐ gold ☐ RR—6 ☐ OR—6 ☐ RW—6 ☐ OW—6 _____ (quantity) @ **$50.** each Plus Options ☐ 650 ☐ CA Slalom ☐ RR—8 ☐ OR—8 ☐ RW-tun ☐ OW-tun ☐ mag — Total $_____

#9 ☐ 27" ☐ red ☐ yellow ☐ blue ☐ Surfer ☐ RR—6 ☐ OR—6 ☐ RW—6 ☐ OW—6 _____ (quantity) @ **$37.** each Plus Options ☐ 650 ☐ B & G ☐ CA Slalom ☐ RR—8 ☐ OR—8 ☐ RW-tun ☐ OW-tun ☐ mag — Total $_____

#10 ☐ 27" ☐ red ☐ blue ☐ black ☐ green ☐ gold ☐ silver ☐ RR—6 ☐ OR—6 ☐ RW—6 ☐ OW—6 _____ (quantity) @ **$40.** each Plus Options ☐ 650 ☐ CA Slalom ☐ RR—8 ☐ OR—8 ☐ RW-tun ☐ OW-tun ☐ mag — Total $_____

OPTIONS AVAILABLE

For ACS 650's add **$4.**
For ACS 651's add **$3.**
For Black & Gold finish on ACS trucks add **$2.**
For California Slalom's add **$5.**
For Giant RR—8 (red) or OR—8 (orange wheels) add **$4.**
For Red Wide Tunnel or Orange Wide Tunnels add **$3.**
For Mag Wheels add **$5.**

WHEEL SIZES:
ROADMASTER/6—2⅛" × 2½"/RR-6 or OR-6
ROADMASTER/8—2⅛" × 3"/RR-8 or OR-8
ROADMASTER WIDE/6—2½" × 2¼"/RW-6 or OW-6
ROADMASTER WIDE TUNNEL-3" × 2¼"/ RW-tun or OW-tun

SHIP TO: NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____

$_____ Sub total
Add 6% sales tax
$_____ For California residents only
$_____ Add **$3.** PER board (**$5.** FOREIGN PER board) for shipping

$_____ Total money order or check enclosed
NOTE: ALL foreign orders MUST be paid in USS conversion.

IKS Koyo

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skatepads

Santa Barbara "Char Bowl"

Marc Holiander

Skatepads™ held a session I took who was invited— members of the Sims Pure Juice Team, testriders for **Skatepads™**. We manufacture **Skateshorts™** and skategloves for professional and dedicated riders who can't risk being put out of action by unnecessary injuries.

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Jay Adams "Helmet Testing" "The Pipeline" Upland-Photo Cassimus

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	S/S	L/S
Kanoa Skateboard	_____	_____
OJ Superjuice	_____	_____
Z-Flex	_____	_____
Kanoa Surf	_____	_____
Logan (B)	_____	_____
Sims (B)	_____	_____
Tracker	_____	_____
Fibreflex (B)	_____	_____
Roadrider (B)	_____	_____
Gull	_____	_____
Skateboarder Magazine	_____	_____
OJ Wheels (B)	_____	_____

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☐Knee Pads ☐Flairco $5.95 ☐Hobie $8.95 ☐Torsten Hallman $14.50 ☐Junior $13.35; ☐Santana $13.95; ☐Sanjon $11.95; ☐Rector $13.95; Send Knee Measurement (Price per pair)

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G & S Palmia, Gull Wings, Yo-Yo Flat

Z-Flex Lightnin, Trackers, R. Rider 6's

Kanoa Dak Kick, Mid Track [illegible]

Weber, Trackers, Weber Freestyle

Warp Tail II, Bennett Pros, Kryp. 65mm

Powerflex, Lathi, Power Flex 5's

Sims Dak Kick, Bennett, [illegible], Sims Comp II

Barns Ash K, Barns [illegible], DK Kit TANG

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Stalon, Sound Spring Split Axle Pace

Sims [illegible], Bennett Pros, Sims Bowl [illegible]

[illegible] Park Rider, Bennett [illegible] Slalums

Santa Cruz SK, Bennett's, R. Rider 4's

Quicktail, Bennett Pros, Bennett

Waldo [illegible], Mini [illegible], Tunnel [illegible]

[illegible] Mercy, Bennett Pros, Park Rider 5's

Santa Cruz [illegible], [illegible], Rider 4's

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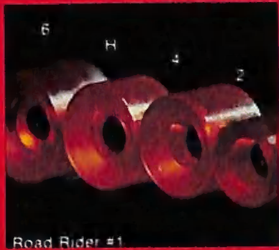

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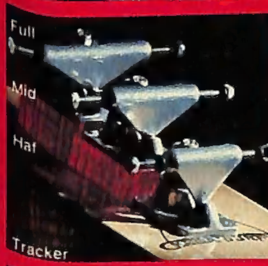

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□ KANOA OAK KICKTAILS, Grip Tape (SK) □ Park Rider w/wheel wells $17.95 □No wheel wells $16.95 □26" □29" □32" □F $10.95 □24" □27"
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□ LOGAN "NEW DURA-LITE" Plus □Kicktail $27.95 □Rocker w/Kicktail $28.95 □27" □29" □31" □29" Bob Piercy □31" B. Biniak □28" T. Thornhill □32" Torger
□ SANTA CRUZ — Pro Flex □Kick 26½" □28½" $24.95 □'New' Hot 5 Ply Wood Laminates □27" $23.95 □29" $25.95
□ BONZAI (DK) 24" $15.95 □Blue □Red □Gold
□ SIMS OAK FLAT □25" $17.95 □27" $18.95 □30" $22.95 □36" $26.95 □44" $28.95
□ SIMS OAK KICK □25" $18.95 □27" $19.95 □30" $23.95 □36" $27.95 □44" $29.95
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□ HOWELL KICK □27" $23.50 □30" $24.95
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□ POWERFLEX Ply SK □25" $21.95 □27" $22.95 □29" $24.95 □31" $25.00
□ TUNNEL □Waldo Autry Ply Core - Outer Fiberglass □27" □30" $38.95
□ STATON PARK FLEX Ply 28" $22.95

TRUCKS (2 needed per skateboard) price for one truck □Bennett Trucks □Hijacker 5" Axle $6.95 □Pro 5⅛" Axle $8.95 □Pro Ad+Trak $10.50 (All for precision bearing wheels)

□ TRACKER w/½" Pads $10.95 □Haf-Trak $10.50 ¼" Pads □Mid Trak $10.95
□ BAHNE "110" $5.95 □"150" 7-1/6" axle $9.95 □"New" "130" $7.95
□ ACS □650 $7.95 □651 $7.95 □500 $4.95 □430 $3.50 □(Gold add 50¢)
□ X-Cal □Galaxy $3.95 (wide axle) □3-Spring $10.95 □"New" Pro 6" axle $6.50 □Semi Pro $5.95 □XL 600 $9.95 □XL 700 $10.95
□ SPEED SPRING □Freestyle $6.50 □Split axle $8.95
□ "NEW GULL WINGS" $13.95 includes support bracket □"New" Phoenix $12.95 (smaller axle)
□ CALIF. SLALOM $6.95 (7" axle) □Pro $6.95 □Stroker $28.95 (individ. suspension)
□ MAGNUM Hi-Velocity Truck $17.00
□ ENERGY □5" $6.95 □6" $8.95 □7" $10.95
□ REBOUND □$13.50 (available Dec. '77)
□ LAZER □5½" $7.50 □6½" $9.50

WHEELS (four needed for complete skateboard) (For precision wheels w/out precision bearings, deduct $1.50 per wheel. All precision wheels come complete w/2 IKS or HOOVER Bearings and adapter sleeves, truck style.) For German Speed Bearings Add 50¢ per wheel; for Southern California Computer Speed Bearings add $7.50 per PRECISION BEARING WHEEL

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□ SIMS Pure Juice □Comp $7.25 □Comp II $7.50 □Bowl Ryder $7.25 □Giant Slalom (for wide trucks) $7.50 □Mini-Comp (Freestyle) $6.75
□ OJ □Slalom $6.50 □Superjuice $7.50 □"NEW" Hot Juice $7.00
□ CADILLAC □DK '38' slick $4.25 □DK '51' □Blue or □Tangerine $6.25
□ STAR TRAC (Kryptonics) "New Radial Edge + Formula" □60mm $6.95 □"New" 65mm $7.50 □70mm $7.95 □Red 78A □Blue 86A □Green 91A
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□ Z-FLEX WHEEL (available December '77) $10.95
□ BONES □$7.50 □91 □88 (durometer)
□ TUNNEL ROCK □$6.50

SKATEBOARD ACCESSORIES

□GERMAN SPEED BEARINGS $1.50 ea. □Hoover Bearing □So. Cal Computer Precision Speed Bearing (fastest/no friction) $5.00 ea. □Tracker Cushion (4) $1.50 □ACS Cushion (4) $1.50 □BENNETT RED CUSHIONS (4) per set $2.00; □Wheel Extenders $1.75 per set □Non-precision 5/16 axle □Precision; □Kicktail spoiler (adapts to tail) 99¢; □SHOCK PADS for one □½" Red Urethane $1.00 90 ¼" Red Urethane 75¢ □"Rad Pads" per set $4.50 □Hard □Soft □Freestyle $3.95 □PROTECTIVE 3" Bumper 35¢ ea; □WRENCHES #4 way $1.95 □T-wrench $1.50; □GRIP TAPE per foot, widths □1" 20¢ □2" 40¢ □3" 60¢ □4" 80¢; SAND GRIP Deck Kit $2.95 Toe Hold; □Metal Base Plate for Bennett's $2.50 □ACS $2.50 □Gull Wing $2.50 □Tracker $3.00 □New Bennett $2.50 □WRENCH HOLDER (adapts to board) 90¢; □Bennett lock nuts 30¢; □Axles □Bennett Hijacker (precision only) $2.00 □Pro 5⅞" (prec.) 6⅝: $3.00 □5/6" Axle 80¢ Chicago or Sure Grip Axle 80¢ □SKID PLATES $1.95 - Protects tail of board □Metal □Seabreeze Skid Plate $2.00, □Power Pivot $2.95; ACTION BOLTS $1.50—Type of Truck__________; □ACTION LOCK NUTS 50¢—Type of Truck__________; □Robinak Skate Pack $17.00

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alone	Air	$2.75	$10.00
Other Under 2 pounds	Surface	$ .85	$ 1.50
(Accessories)	Air	$1.50	$ 2.50

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Optional mailing insurance $__________ Total $__________
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Name __________
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□ MASTER CHARGE □ BANKAMERICARD (Check One)
Card # (as printed on card)__________
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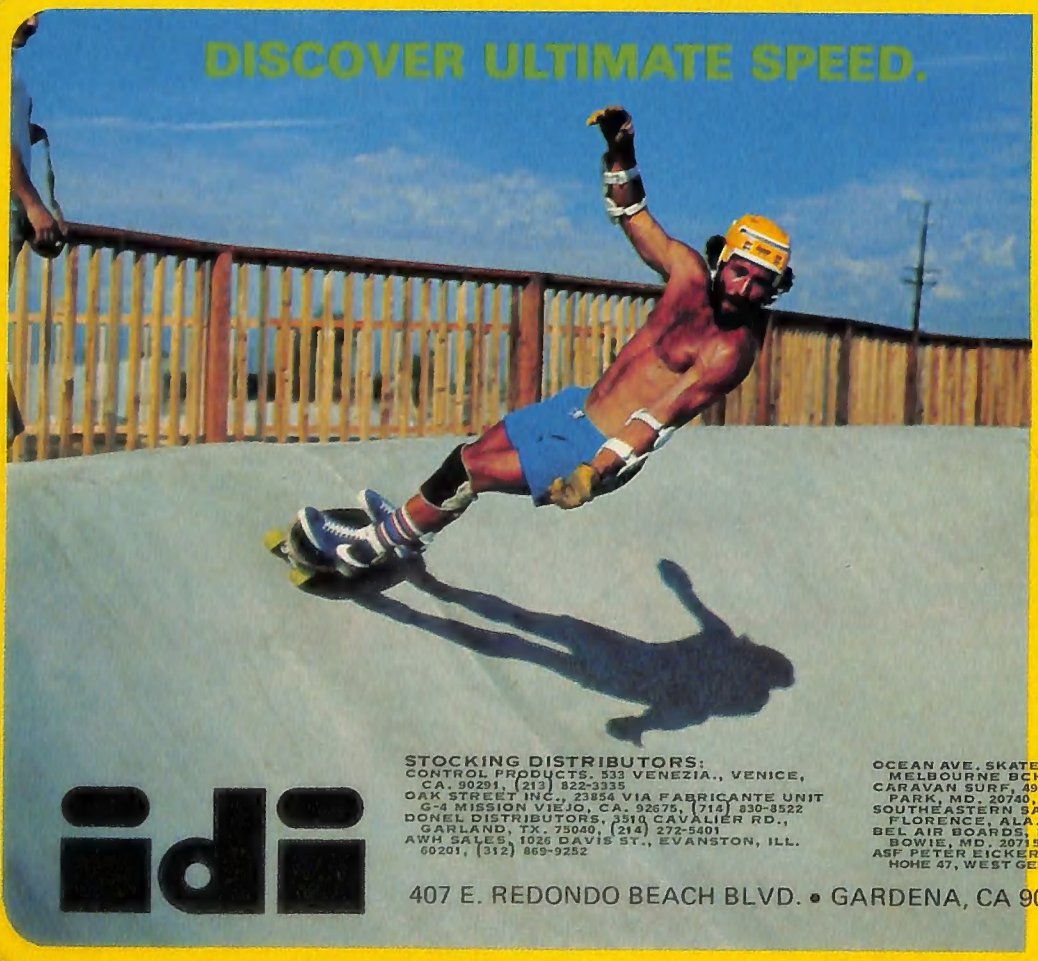

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